

# Coyote Creek Trail

## Feasibility Study

*prepared for the*

**City of San José**

June 7, 2004



# Coyote Creek Trail

## Feasibility Study

*prepared for the*  
**City of San José**  
May 12, 2004



**Prepared by:**  
**Callander Associates Landscape Architecture, Inc.**  
landscape architecture  
land planning

**Assistance Provided by:**  
**Rails-to-Trails Conservancy**



## Table of Contents

CHAPTER	PAGE
<b>Executive Summary .....</b>	<b>1</b>
<b>Chapter 1: Site Setting .....</b>	<b>3</b>
Regional Context	3
<i>Context Map</i>	4
Local Site Context	5
Existing Conditions Map	7
<i>Existing Conditions Map</i>	9
<i>Photographic Log</i>	13
<b>Chapter 2: Opportunities and Constraints .....</b>	<b>17</b>
<i>Opportunities and Constraints Map</i>	19
<b>Chapter 3: Community Outreach .....</b>	<b>23</b>
Overview Of Process	23
TAC Meetings	23
Task Force Meetings	24
Public Workshops	24
Website	25
Other Input Means	25
<i>Planning Process Diagram</i>	26
<b>Chapter 4: Goals and Objectives .....</b>	<b>28</b>
Accessibility	28
Adjacent Neighbors	29
Alignment	30
Amenities	31
Collaboration	33
Connections	34
Infrastructure	35
Safety	36
Signage	38
User Conflict / Separated Use	40

## Table of Contents

---

CHAPTER	PAGE
Environment	41
Maintenance	41
<b>Chapter 5: Trail Alignment .....</b>	<b>43</b>
Alignment Plan	43
<i>Segment Key Map</i>	43
<i>Trail Alignment Map</i>	47
Detail Plans/Enlargement Area	51
<i>Section A: Proposed Buffer and Sidewalk</i>	51
<i>Detail Plan of Roosevelt Park</i>	51
<i>Detail Plan of Watson park trail connections</i>	52
<i>Detail Plan of "Special use" area</i>	53
Sections	54
<i>Section B: Boardwalk</i>	54
<i>Section C: Access road connection</i>	55
<i>Watson Park trail connection</i>	56
<i>"Special use" area</i>	57
Design Recommendations	57
<b>Chapter 6: Signage Program .....</b>	<b>58</b>
General Signage Standards	58
Overview	58
Sign Intent	58
Sign Readability	59
Logo Format	60
Location of Sign Structures	61
Detectable Warnings and Paving Cues	61
Vandalism Deterrent and Ease of Repair / Preventative Maintenance	61
Opportunities for Public Art	62

## Table of Contents

---

CHAPTER	PAGE
Sign Themes and Community Input	63
Overview	63
Overview of Committee and Community Insight	64
DAC Committee Insight	64
Community Insight	64
Summary	65
<b>Chapter 7: Cost Evaluation .....</b>	<b>66</b>
Overview of Costs	66
Phasing Opportunities	66
<i>Segment Key Map</i>	66
<b>Chapter 8: Fundraising Plan .....</b>	<b>79</b>
<b>Chapter 9: Next Steps .....</b>	<b>87</b>
<b>Appendix .....</b>	<b>88</b>
White Papers	89
Signage Program - Concepts	123
Meeting Minutes	137
TAC meetings	-
Task Force Meetings	-
Public Workshops	-
Other	-
Relevant Policy and Planning	161
Acknowledgments	162



### Background and Purpose

The Coyote Creek Trail is an important piece of San José's city-wide trail network. The network is seen as a recreational and non-motorized transportation system.

This trail feasibility study report defines, focuses and illustrates the vision for the trail alignment from Story Road to Highway 101. This 3.1-mile reach will link to regional trail systems outlined in *San José's Greenprint*, the *Santa Clara County Countywide Trails Master Plan Update*, and the Bay Ridge Trail Council and the Association of Bay Area Government's (ABAG) connector to the San Francisco Bay Trail Plan. This study ties to San José *Greenprint* in that it works to achieve the goal of citywide trails and specifically the goals and trail route identified with District 3. It will also complete a segment of a larger sub-regional or countywide trail route that will ultimately link Morgan Hill, via San José, to the San Francisco Bay. *Greenprint* and other related documents with guidelines for Coyote Creek Trail are listed in the Acknowledgments chapter of this document for further reference.

This reach will provide an asset to the nearby residents of this diverse and growing community. The trail will provide an important link from several neighborhoods to the downtown area and encourage non-motorized alternative transportation with connections to other trail networks, established transit nodes, schools, urban parks, retail centers and employment hubs.

### Planning Process

The Coyote Creek Trail has enjoyed tremendous support from the various Strong Neighborhoods Initiative (SNI) groups in the area as well as from the City Council and particularly Councilmember Chavez's office. This support helped the City in partnership with Rails-to-Trails Conservancy and Walk San José apply for and receive grant funds, through the Caltrans Environmental Justice grant program, for planning and outreach efforts and to develop this feasibility study.

Lead by City staff, the consultant team of Callander Associates and Rails-to-Trails Conservancy staff worked closely with community groups, stakeholders, and other City departments throughout the process.

### **The cornerstone of the planning process was the community outreach.**

The cornerstone of the planning process was the community outreach. First and foremost was a start-up meeting and a series of three community workshops, which were designed to maximize the community input into the design. In addition, the Technical Advisory Committee (TAC) comprised of SNI groups, and local and state agencies, provided valuable technical input on the study before information was relayed to the community. Finally, a Task Force was also formed, comprised of various City departments and stakeholders,

specifically for this project to provide insight and feedback to the trail alignment and design. The Santa Clara Valley Water District (SCVWD) staff attended both committees, providing technical consultation regarding water quality and flood protection. TAC members and Task Force members were also invited to participate in the public workshops as well.

The planning process sought to rally support for the plan's development, outlining design amenities and defining a preferred alignment that would provide trail users and neighbors with a recreational/transit amenity while respecting sensitive habitat and riparian areas. Two alternative alignments were considered, resulting in a preferred trail alignment that is described in this study.

### Trail Alignment

The trail alignment is envisioned as a 'creek' trail that provides opportunities for interpretation, education, and physical fitness for trail users and school groups. This matches the *Santa Clara County General Plan* (1995-2010) vision of "a necklace of parks" that included major streamside park chains passing through the urban area on the Valley floor. Within the streamside park chains of Los Gatos, Coyote, Penitencia, Alamitos, Stevens Creek and Guadalupe River, the Coyote Creek Trail is a major "creek" or streamside trail. The proposed trail alignment accomplishes this vision by locating the trail directly adjacent to Coyote Creek for the majority of its

alignment. The proposed trail occurs on City, San José Unified School District (SJUSD), and Santa Clara Valley Water District (SCVWD) property and existing City maintenance roads along the creek. On-street neighborhood trail segments are proposed in areas where a creek alignment is not feasible due to private ownership. No property acquisition is anticipated with the development of this trail segment. Existing trails and master planned park trails were included as links to the Coyote Creek trail whenever feasible to expand recreational opportunities and make services available (restrooms, trash receptacles, bike racks, parking, etc.).

### Study Overview

The Feasibility Study is a conceptual document that outlines the site setting, opportunities and constraints, community outreach process, and goals and objectives. These goals and objectives set the stage for the development of the trail alignment. A cost evaluation with phasing opportunities, fund raising plan, and next steps are also outlined. This document will be used as a tool by the City for development of the Master Plan and towards future implementation of the Coyote Creek trail.

The Study presents drawings and illustrations that are intended to illustrate conceptual ideas about how the trail might be developed. *The drawings are for illustrative purposes only and do not represent specific design requirements of the City or the Santa Clara Valley Water District.*

### Regional Context

San José is located in the Santa Clara Valley at the southern end of the San Francisco Bay, commonly referred to as the Silicon Valley. It has historic neighborhoods, diverse communities, and established urban parks and riparian corridors. The region surrounding Coyote Creek from Story Road to Highway 101 is no exception in its character.

The study area is connected on each end to large regional- and neighborhood-serving parks, Kelley Park to the south and Watson Park to the north. This 3.1-mile segment of the trail runs through the urban network of residents, schools, parks, commercial hubs and transit nodes.

This creek right-of-way has the potential to be linked with already established local and regional trail networks. It will serve as a connector trail to Bay Area Government's (ABAG) San Francisco Bay Trail and to the valley floor alignment to the Bay Area Ridge Trail.

The proposed trail would contribute to a facility that will ultimately link Morgan Hill via San José to the San Francisco Bay. It is also the connecting interior trail route with the Bay Area Ridge Trail route. The trail is included in the City's *Greenprint* and the *Santa Clara County Countywide Trails Master Plan Update* (1995), and the *Santa Clara County General Plan* (1995-2010). Coyote Creek Trail is a sub-regional trail route that is identified in the regional/countywide trails network.

This larger regional trail network includes the following connections. Coyote Creek/Llagas Creek Trail (known as countywide trail S5) connects to several other regional trail routes including:

- San Francisco Bay Trail (countywide trail route R4)
- Juan Bautista de Anza National Historic Trail (countywide trail route R1-A)
- Bay Area Ridge Trail (countywide trail route R5-C)
- Monterey-Yosemite Trail (countywide trail route R2)

In the bigger perspective, the Coyote Creek/Llagas Creek Sub-regional Trail starts at the Alameda County line and travels along Coyote Creek. This trail route connects the four trails listed above, which includes the network along the Llagas Creek and Pajaro Creek. The trail network ultimately reaches the San Benito County Line.

The Coyote Creek Trail route is in near proximity to other countywide trails, besides the Bay Area Ridge Trail. This includes:

- El Sombroso/Penitencia Trail (countywide trail route R5-C) which is located along Penitencia Creek from Coyote Creek, and Jackson Avenue to Alum Rock Park.



© Copyright 1997  
Thomas Bros. Maps

Context Map

The Coyote Creek trail will support improved access to transportation. Local city transit routes and bicycle networks occur on either side of the creek and cross the creek corridor at arterial roadways.

There are five Strong Neighborhoods Initiative (SNI) neighborhoods that are adjacent this segment of the Coyote Creek. These SNI areas include:

- Tully/Senter
- Spartan Keyes
- Thirteen Street
- University
- Five Wounds/  
Brookwood Terrace

These neighborhood groups are comprised of community members from each of the above individual and unique neighborhoods. SNI groups meet to outline issues and goals within their area and collaborate with the City on how to improve conditions in the short and long term. Issues sought for improvement include additional and/or improved alternative transit and bicycle facilities, links to neighborhood destinations, and more recreational amenities that are clean and safe. This includes pedestrian and bicycle facility improvements and increased accessibility.

### Local Site Context

Coyote Creek with its riparian corridor of mature trees, steep embankments, wildlife and varied plant life, meanders alongside four main urban parks, several schools, a Coyote Creek Education Center (SCVWD), and other community destinations. Significant portions of property along the creek corridor are owned by the City, San José Unified School District (SJUSD), and the Santa Clara Valley Water District (SCVWD). Some residential blocks are developed with private single-family homes along the edge of the creek. These privately owned creek banks are currently inaccessible to the public.

Nearby regional park facilities include:

- Kelley Park
- Penitencia Creek County Park
- Alum Rock Park

Commercial/retail centers are located in several areas surrounding the creek.

- A large regional shopping hub is located to the east at Story Road. This includes several:
  - "big box" retailers
  - restaurants
  - strip mall developments.
- From Story Road to Highway 101 there are:
  - smaller scale neighborhood corner markets
  - restaurants
  - neighborhood serving establishments on either side of the creek.

These are accessible by various modes of transportation including bicycle and public transit. On-street parking is typical for these areas. It is believed that fewer residents than typical actually own vehicles, relying more on alternative modes of transit or walking.

Larger employment destinations are also located on either side of the creek. These centers provide potential for additional trail visitors and commuter use. The locations include:

- Kellogs Factory
- San José Medical Center

The Union Pacific Rail Road (UPRR) tracks travel through a portion of the trail area, near the location of the Story Road Landfill site and on-grade at the intersection of Storey Road and Senter Road. The rails are still active and are on a raised berm at the landfill site, with a trestle that spans the Coyote Creek near Story Road. UPRR operations will be explored in more detail during the proposed Master Plan phase.

The Story Road Landfill site is located on the southern and northern side of I-280, in four main site portions. A majority of the site is between Story Road and I-280. The landfill has been closed since the late 1970's and is currently in the process of on-going environmental and mitigation projects in some areas of the site. The four site portions are as follows:

- A portion adjacent to Selma-Olinder Park, to be incorporated into that Master Plan (north side of I-280)
- Portions of Parcel 3, which are not related to the A.P.N. number, undergoing mitigation (i.e. new ponds) and section along the creek (south side of I-280)
- Two (2) up-fill sections along the Interstate 280 (south side of I-280)

The land along the creek edge contains an existing service road, which is an opportunity for the proposed Coyote Creek Trail route alignment. The two raised portions, previously filled with landfill, are considered surplus property by the City, with the potential for sale. The raised portions of the site comprise about half of the actual site area.

This area also contains several elementary schools and a high school adjacent to the creek corridor. This presents high potential for pedestrian and bicycle traffic to these destinations for parents and children and also recreational use of sports facilities during after school hours. Weekend use of the neighboring schools and parks for recreation and sports activities also demands transit and parking.

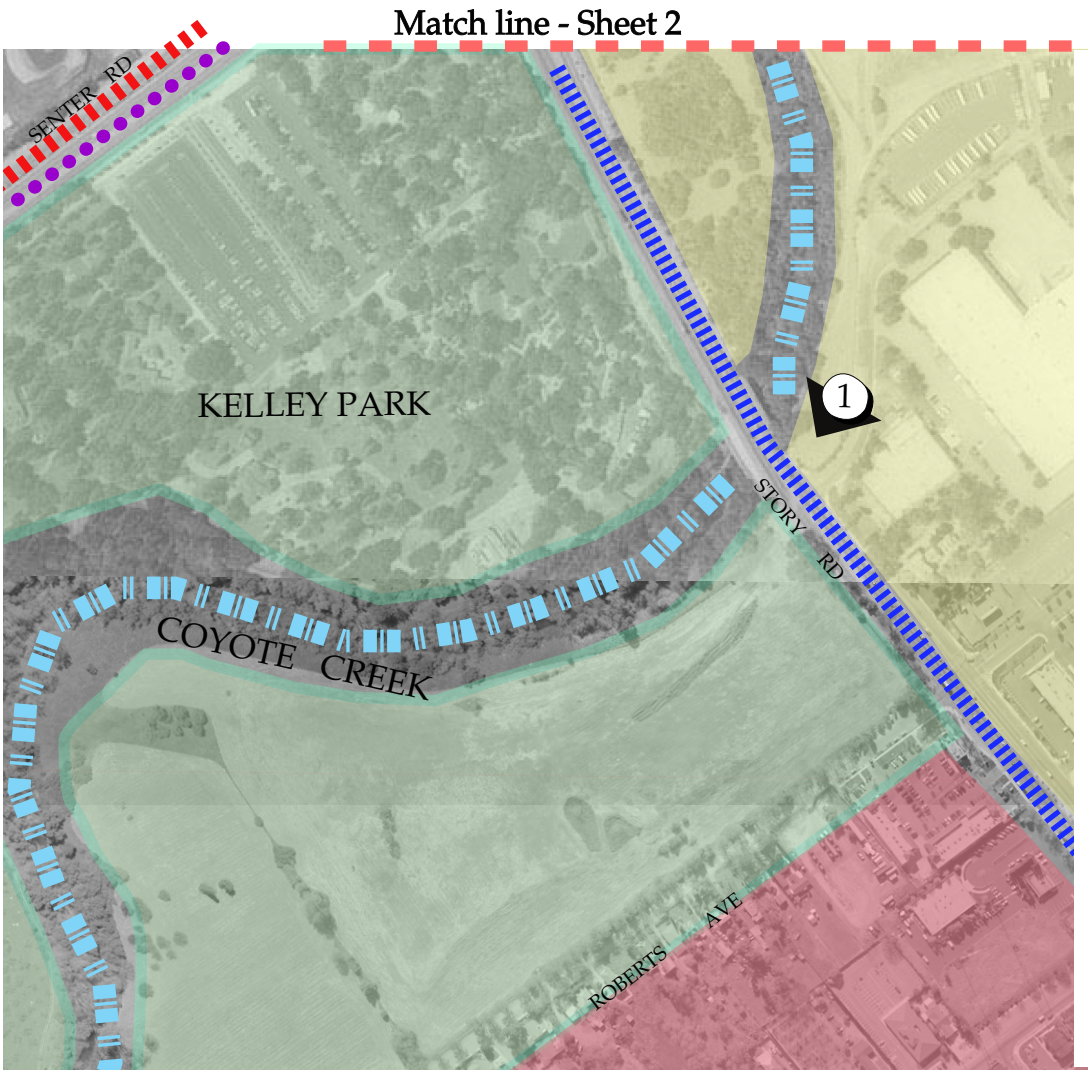
The existing community centers and restrooms at the parks are the only public restroom facilities available. The hours of operation are similar to the proposed trail's hours.

### **Existing Conditions Map**

The Existing Conditions map (pages 9-11) illustrates current SNI regions, land use, creek location, and rail and bicycle networks. Parks, schools and other regional destinations are also illustrated in the area. This map shows the interrelationships between the creek, destinations, streets, and other existing features and was used in the development of the Opportunity and Constraints map.

A photographic log is also provided. Numbers on these images correspond to locations on the map, showing key features of that area.

**This page left intentionally blank.**



### Legend

- |  |            |  |                                |
|--|------------|--|--------------------------------|
|  | Commercial |  | SP Rail Road                   |
|  | School     |  | Proposed Bike Routes           |
|  | Civic      |  | Existing Bike Routes           |
|  | Park       |  | Existing Bike Lanes (Class II) |
|  | Creek      |  |                                |

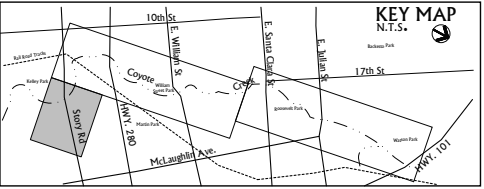
Photo numbers and direction arrow (pages 9-12)

### SNI Groups

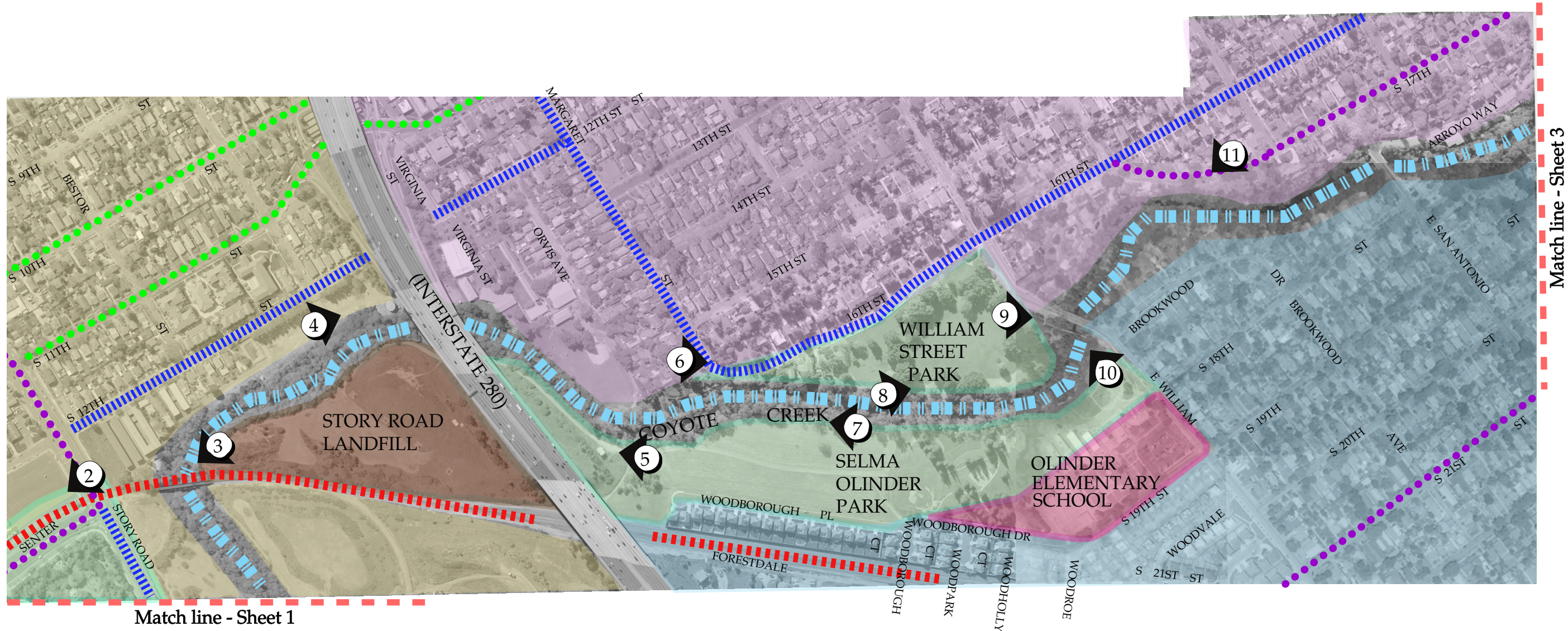
- |  |                               |
|--|-------------------------------|
|  | Spartan/Keyes                 |
|  | Thirteenth Street             |
|  | University                    |
|  | Five Wounds/Brookwood Terrace |
|  | Tully/Senter                  |

## EXISTING CONDITIONS MAP COYOTE CREEK TRAIL

Callander Associates  
Landscape Architecture, Inc.  
03.041

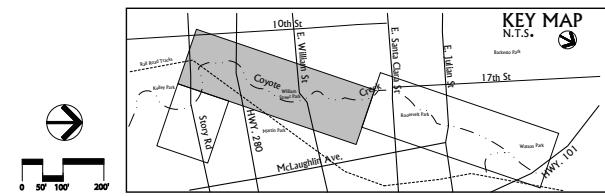


Sheet 1 Of 3  
February 20, 2004



**EXISTING CONDITIONS MAP**  
**COYOTE CREEK TRAIL**

Callander Associates  
 Landscape Architecture, Inc.  
 03.041



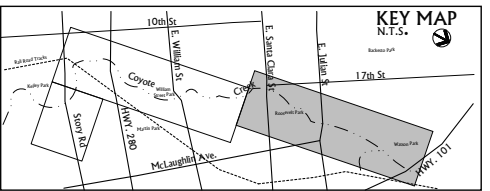
Sheet 2 of 3  
 February 20, 2004

Matchline - Sheet 2



**EXISTING CONDITIONS MAP**  
**COYOTE CREEK TRAIL**

 **Callander Associates**  
Landscape Architecture, Inc.  
03.041



Sheet 3 Of 3  
February 20, 2004

**This page left intentionally blank.**

## Site Settings

### Photographic Log



1

*Remillard Court and Story Road intersection*



2

*Keyes Road and Senter Road pedestrian crossing*



3

*Story Road Landfill service road near railroad tracks*



4

*S. 12th Street and I-280*



5

*I-280 overpass*



6

*16th Street at possible bridge crossing*

### Photographic Log



7

*Story Road Landfill service road*



8

*William Street Park creek edge*



9

*E. William Street existing bridge crossing*



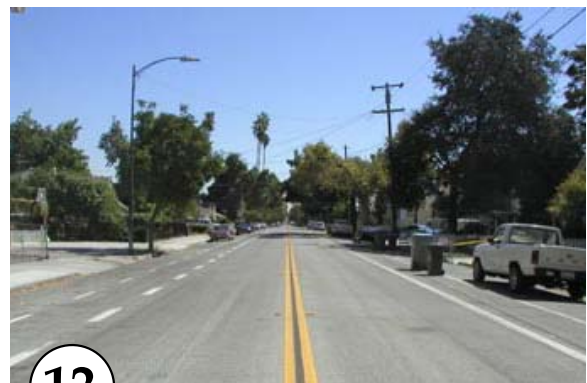
10

*William Street Park pedestrian bridge*



11

*S. 17th Street and E. St. John Street*



12

*S. 21st Street and E. Santa Clara Street*



13

*S. 19th Street and E. Santa Clara Street*



14

*17th Street and E. Santa Clara Street*



15

*Roosevelt Park towards San José High School*



16

*19th Street and future Roosevelt Park pedestrian bridge crossing*



17

*San José High School at the creek edge*



18

*21st Street and E. Julian Street*



**19** *San José High School parking lot looking south towards McKee Rd.*



**20** *San José High School north side looking to the south*



**21** *Service road between high school and Silver Creek*



**22** *Silver Creek and service road juncture*



**23** *Coyote Creek edge near Watson Park*



**24** *Service road between Watson Park and Coyote Creek*

This chapter outlines the opportunities and constraints within the Coyote Creek corridor area that are based on the site analysis and input from City and community members. The Opportunities and Constraints Map served as the springboard for development of the trail alignment, illustrating which segments may be more feasible to develop a trail alignment due to site-specific features.

The following is a general summary of key opportunities and constraints:

### Opportunities

- Access to existing bicycle routes and transit corridors, including potential BART expansion into the region
- Access to neighboring schools, parks, and environmental education centers
- Current master planning, mitigation and construction efforts in adjacent City and County parks
- Access to retail, commercial and employment hubs
- Proximity to existing parking areas and dense neighborhoods with alternative transit needs
- Aligns well with proposed SNI neighborhood improvements and bridge planning efforts
- City- and SCVWD-owned parcels, potentially including San José School District parcels

- Current trails planning efforts by the County or other regional trails providers
- Wide, accessible banks along the riparian corridor and existing maintenance roads
- Existing infrastructure that is pedestrian and bicycle-friendly such as bridges, stop signs, signal lights, public restrooms, and wide streets

### Constraints

- Privately owned parcels
- Steep banks and/or narrow right-of-ways along the creek
- Sensitive habitats, riparian corridors, and mitigation areas
- Active UPRR railroad line and bridge trestle
- Infrastructure that isn't pedestrian or bicycle-friendly such as narrow bridges, narrow sidewalks, non-ADA accessible bridges and curbs, wide busy arterial crossings, lack of signalized intersections, limited bridge clearance and areas prone to flooding

The Opportunities and Constraints map (pages 19-22) illustrates these features in a graphic representation. On both sides of the creek, trail segments are illustrated with three levels of potential for trail development:

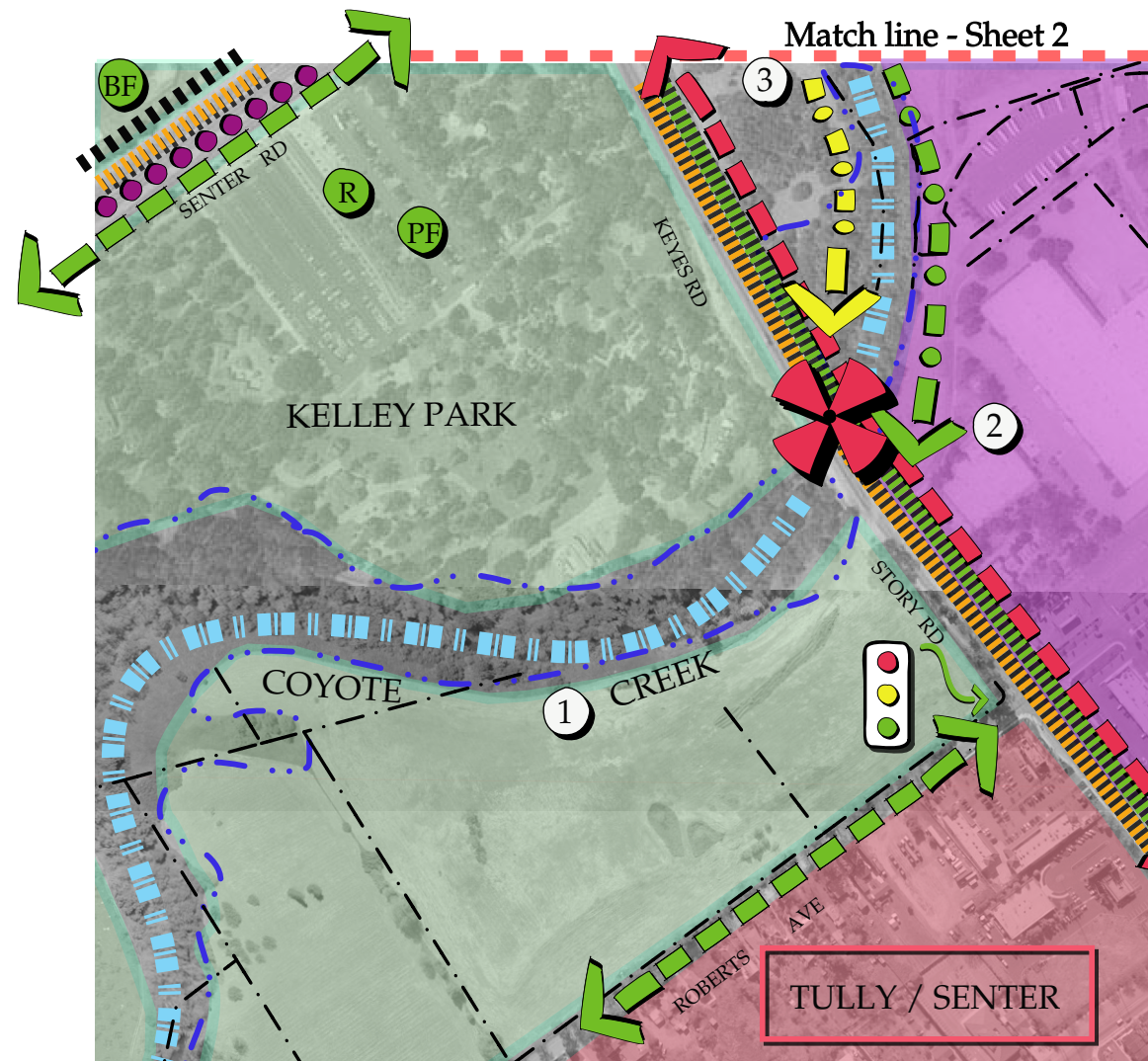
- Level 1. Highest level of opportunity for trail placement.
- Level 2. Moderate level of opportunity for trail placement.
- Level 3. Highest level of constraint for trail placement.

The factors that determined these levels included:

- property ownership
- width of right of way
- existing paths/service roads
- ease of acquiring right-of-ways/easements

In summary, the western side of the creek contains the highest number of privately owned parcels, including single-family residential properties, hence the highest constraints.

The eastern side of the creek contained a greater potential for trail development, than the western side. This is partially due to the high number parks, schools and City property located on this side of the creek.



## Legend

### LAND USE

- Private
- SCVWD
- School
- Civic
- Public
- Creek
- SP Rail Road
- Estimated property lines

### INTERSECTIONS

- Level 1: Low Constraint  
Requires no redirecting of trail to facilitate safe crossing.
- Level 2: Moderately Constrained  
Requires minor redirecting of trail to facilitate safe crossing.
- Level 3: Highly Constrained  
Requires extreme redirecting of trail to facilitate safe crossing.

### CIRCULATION POTENTIAL FOR LINKAGE TO TRAIL

Source: Santa Clara Valley Bike Way Plan, 2002

- Level 1:  
Low traffic volumes  
Moderate to low traffic speeds  
Wide travel areas for bicycles  
Low parking turnover or no curbside parking
- Level 2:  
Moderate traffic volumes  
Moderate traffic speeds  
Medium - wide travel areas for bicycles  
Moderate parking turnover
- Level 3:  
Heavy traffic volumes  
High traffic speeds - greater than 35 mph  
Narrow travel areas for bicycles  
High curbside parking/parking turnover  
Frequent Bus Stops

### PLAN SYMBOLS

- Potential Creek Crossing
- Existing Bridge
- Riparian Corridor  
Source: Santa Clara Valley Riparian Corridor Policy Study
- Existing Traffic Light
- Existing Stop Sign

### TRAIL POTENTIAL

- Level 1:  
Highest level of opportunity for trail placement.
  - Level 2:  
Moderate level of constraint for trail placement.
  - Level 3:  
Highest level of constraint for trail placement.
- Note: Factors determining trail levels include:
- \* Property ownership
  - \* Width of right of way
  - \* Existing paths/service roads
  - \* Ease of acquiring right of ways/easements

### BIKE PLAN DESIGNATIONS

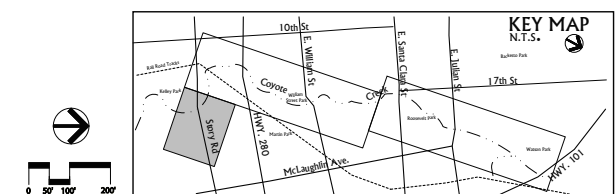
Source: Santa Clara Valley Bike Way Plan, 2002

- Proposed Bike Routes ( Class III )
- Existing Bike Routes ( Class III )
- Existing Bike Lanes ( Class II )

### BUS ROUTES

Source: Santa Clara Valley Bus and Rail map, April 2003

- Existing Bus Routes

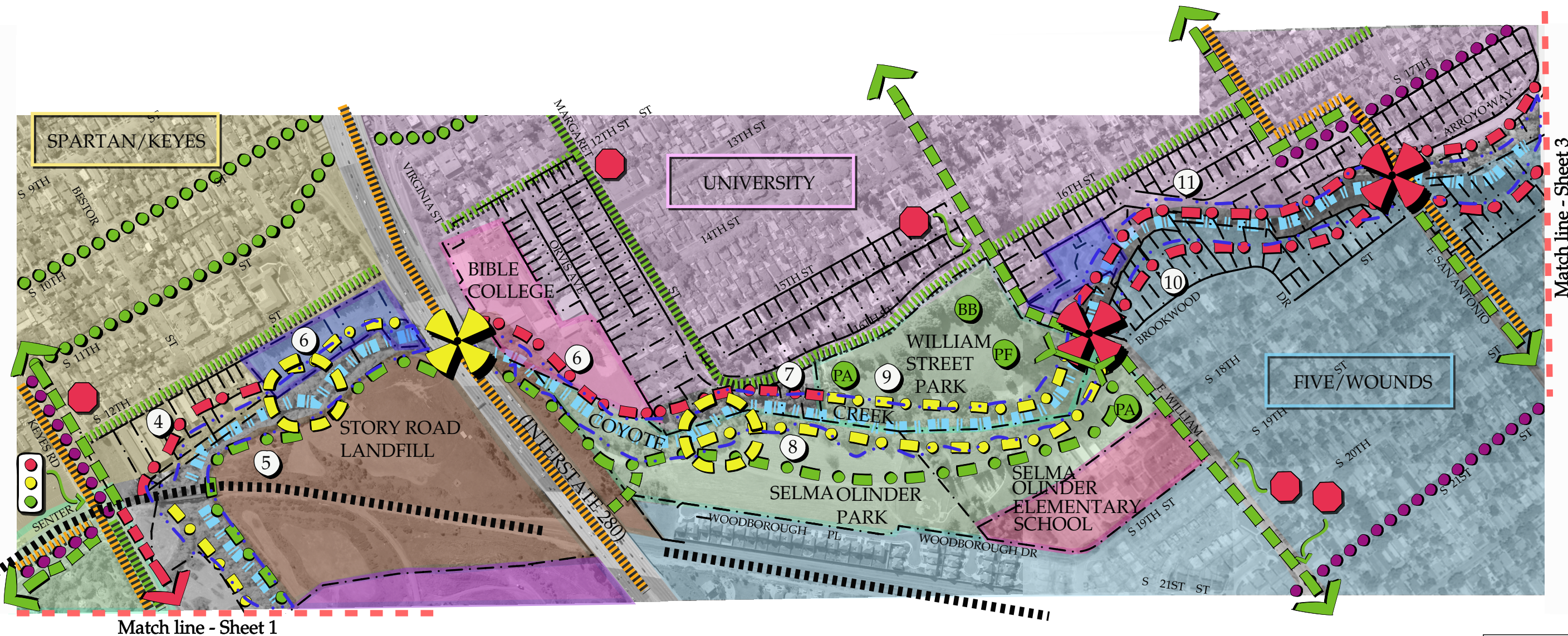


## OPPORTUNITIES AND CONSTRAINTS MAP COYOTE CREEK TRAIL



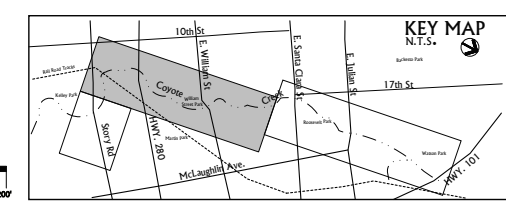
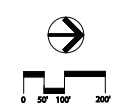
Callander Associates  
Landscape Architecture, Inc.  
03.041

Sheet 1 of 4  
February 20, 2004

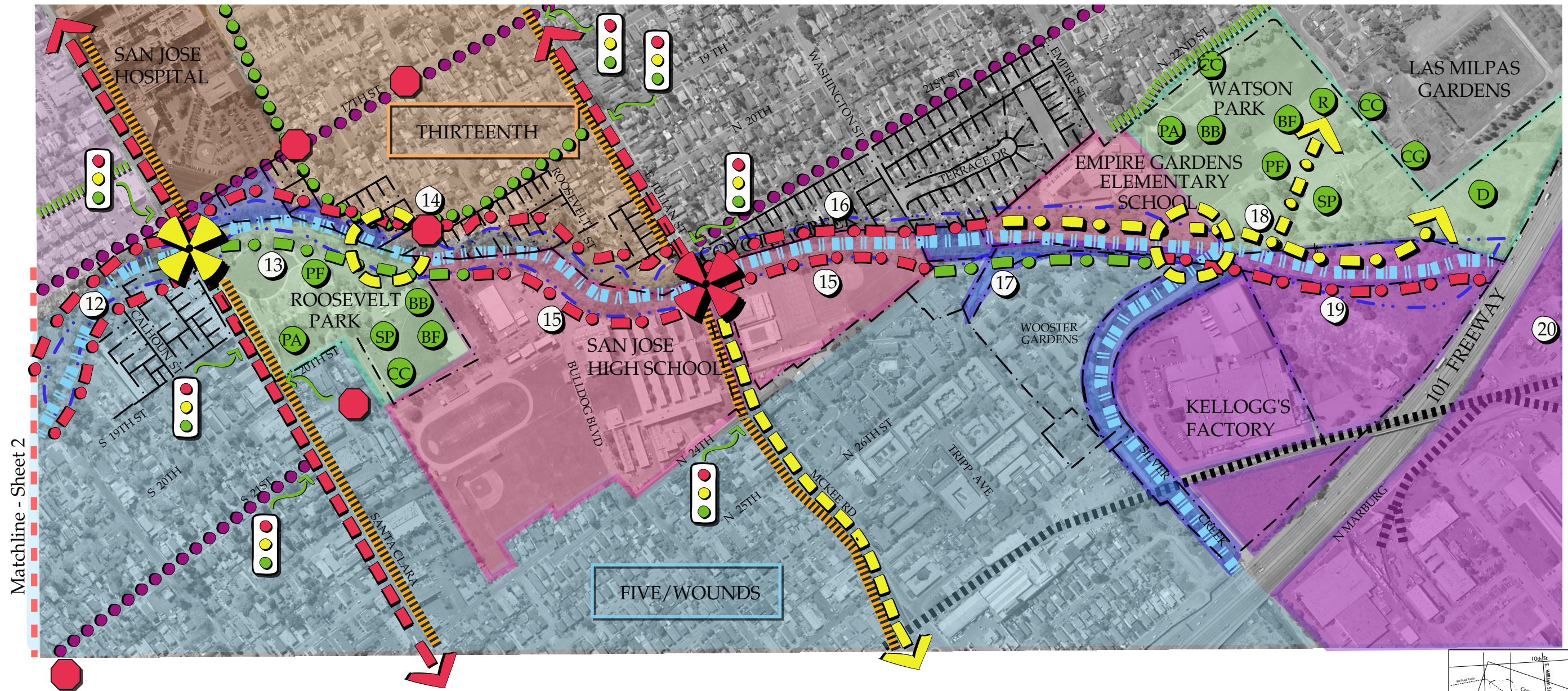


**OPPORTUNITIES AND CONSTRAINTS MAP**  
COYOTE CREEK TRAIL

CITY OF SAN JOSE  
CAPITAL OF SILICON VALLEY  
Callander Associates  
Landscape Architecture, Inc.  
03.041



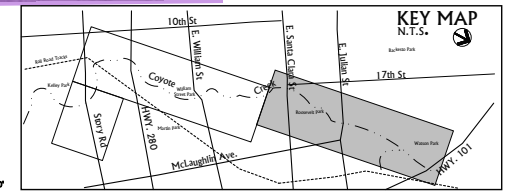
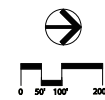
Sheet 2 of 4  
February 20, 2004



Matchline - Sheet 2

# **OPPORTUNITIES AND CONSTRAINTS MAP** COYOTE CREEK TRAIL

Callander Associates  
Landscape Architecture, Inc.  
03.041



Sheet 3 of 4  
February 20, 2004

# Legend (Continued From Sheet - 1 )

## ADJACENT TRAIL AMENITIES: ( Publicly Accessible )

- BF** BALL FIELD
- CC** FUTURE COMMUNITY CENTER
- D** DOG PARK
- CG** COMMUNITY GARDENS
- R** RESTROOMS
- PA** PLAY AREAS
- SP** PROPOSED SKATE PARK
- PF** PICNIC FACILITIES
- BB** BASKETBALL COURT

## SNI GROUPS

- Spartan/Keyes
- Thirteenth Street
- University
- Five Wounds/Brookwood Terrace
- Tully/Senter

## OPPORTUNITIES AND CONSTRAINTS MAP COYOTE CREEK TRAIL

Callander Associates  
Landscape Architecture, Inc.  
03.041

## TRAIL OPPORTUNITIES AND CONSTRAINTS

- 1 Opportunities:**

  - Access to bike and bus routes
  - Access to Kelley Park
  - Future connection link to Bay Ridge Trail

**Constraints:**

  - Maintain Riparian Corridor
  - Outside of project study area
- 2 Opportunities:**

  - Access to bike and bus routes
  - Existing service road under railroad tracks
  - Linkage to business

**Constraints:**

  - Lack of sidewalk along the north side of Story Road
  - Private property
  - Poor on street visibility of trail head
  - Width constraints
- 3 Opportunities:**

  - Linkage for Spartan/Keyes Neighborhood via trail

**Constraints:**

  - Lack of sidewalk along the north side of Story Road
  - Maintain riparian corridor
- 4 Opportunities:**

  - Linkage for Spartan/Keyes Neighborhood via trail

**Constraints:**

  - Maintain riparian corridor
  - Narrow right of way
  - Residential property
- 5 Opportunities:**

  - Access to Selma Olinder Park
  - Existing service road
  - Linkage to future mitigation project
  - "Quiet" space under 280 overpass
  - Riparian/wetland education

**Constraints:**

  - Private property/isolated parcel
  - Safety considerations due to area being undeveloped
- 6 Opportunities:**

  - Bible College Connection
  - Possible easement/non-residential parcels

**Constraints:**

  - No direct connection under 280
  - Isolated area under 280 a security concern
  - Private property
  - Trail segment linked to a highly constrained portion of trail **4**
- 7 Opportunities:**

  - Access to bus routes
  - Link between Bible College and William Street Park
  - Link to possible creek crossing

**Constraints:**

  - Possible easement/non-residential parcels
  - Narrow right of way
  - Residential property
- 8 Opportunities:**

  - Access to William Street Park via existing bridge
  - Access to Selma Olinder Elementary School
  - Currently designed segment
  - Link to a Level 1 roadway
  - Link to potential creek crossing

**Constraints:**

  - ADA bridge access at William Street Park needed
- 9 Opportunities:**

  - Access to Selma Olinder Park
  - Link to a Level 1 roadway

**Constraints:**

  - Trail segment linked to a highly constrained portion of trail **7**
- 10 Opportunities:**

  - Access to creek
  - Access to bike and bus routes
  - Link to Level 1 roadway
  - Pedestrian friendly neighborhood

**Constraints:**

  - Crossing at creek highly constrained
  - Maintain riparian corridor
  - Residential property
- 11 Opportunities:**

  - Access to creek
  - Access to bike and bus routes
  - Creek crossing moderately constrained
  - Link to Level 1 roadway

**Constraints:**

  - Maintain riparian corridor
  - Residential property
- 12 Opportunities:**

  - Access to creek
  - Access to bike and bus routes
  - Linkage to trail from neighborhoods
  - Link to Level 1 roadway

**Constraints:**

  - Maintain riparian corridor
  - Residential property
- 13 Opportunities:**

  - Access to bus routes
  - Access to San Jose High School
  - Existing sidewalks
  - Link to possible creek crossing
  - Nearby retail
  - Roosevelt Park master planned

**Constraints:**

  - Trail segment link to a highly constrained portion of trail **12** **15**
- 14 Opportunities:**

  - Access to bike and bus routes
  - Linkage to trail from neighborhoods
  - Link to potential creek crossing

**Constraints:**

  - Maintain riparian corridor
  - Residential property
  - Trail segment link to a highly constrained portion of trail **11** **16**
- 15 Opportunities:**

  - Access to Roosevelt Park
  - Access to bus routes
  - Trail connection for students

**Constraints:**

  - Residential property
  - Steep slopes
- 16 Opportunities:**

  - Access to bus routes
  - Access to Watson Park
  - Linkage to trail from neighborhoods

**Constraints:**

  - Maintain riparian corridor
  - Right of way non-existent
  - Residential property
- 17 Opportunities:**

  - Access to San Jose High School
  - Existing SCVWD service road
  - Link to potential creek crossing

**Constraints:**

  - Adjacent residential property
  - Security considerations due to school
  - Trail segment linked to a highly constrained portion of trail **15** **19**
- 18 Opportunities:**

  - Access to parking lot
  - Access to dog park
  - Access to community gardens
  - Link to potential creek crossing

**Constraints:**

  - Private Property
  - Security considerations due to seclusion of area
  - Trail segment linked to a highly constrained portion of trail **16**
- 19 Opportunities:**

  - Link businesses to trail
  - Link to potential creek crossing

**Constraints:**

  - Maintain riparian corridor
  - Private Property
  - Security considerations due to seclusion of area
- 20 Opportunities:**

  - Future link to Bay Ridge Trail

**Constraints:**

  - Outside of project study area
  - Private property
  - Security considerations due to seclusion of area

### Overview of Process

An extensive community outreach process was completed for this feasibility study. This process headed by the City included outreach with the community, City staff, local and state agencies, and various other stakeholders. Special interest groups including bicycle advocates and the Audubon Society were also contacted as valuable resources. Local stakeholders and residents were invited to participate in a series of community workshops held at key points during the planning process.

Project background, meeting minutes and public surveys were available on the City's website (<http://www.ci.san-jose.ca.us/prns/Trail%20cfs.htm>) to keep the public informed. The community outreach process guided and focused the development of the trail alignment and its amenities. The process included a start-up meeting, TAC meetings, Task Force meetings, Public Workshops, website survey and other input means which are further defined as follows.

### TAC Meetings

The Technical Advisory Committee (TAC) was comprised of City, local, and state agencies. This committee provided invaluable technical background and input on the study before information was relayed to the community. TAC members include participants from the following organizations:

#### Active Group:

- City of San José City Council District 3
- Parks, Recreation and Neighborhood Services (PRNS)
- Planning, Building and Code Enforcement (PCBE)
- San José Police Department (SJPD) and San José Fire Department (SJFD)
- Public Works/Parks & Recreation Facilities (PW/PRF)
- Department of Transportation (DOT)
- Strong Neighborhoods Initiative (SNI) areas adjacent to segment
- Rails-to-Trails Conservancy (RTC)
- Santa Clara County Parks and Recreation (SCCPR)
- Santa Clara Valley Water District (SCVWD)
- San José Unified School District (SJUSD)

#### Additional Invitees and Informed of the Planning Process:

- California Department of Fish and Game (CDFG)
- National Marine Fisheries Service (NOAA)
- United States Army Corps of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)

### Task Force Meetings

A Task Force was also formed specifically for this project to provide insight and feedback to the trail alignment and design. The members of this committee included key staff members from City departments, including representatives from Planning, SNI groups, Bicycle/Pedestrian Programming and others. Task Force meetings occurred after the public workshops to provide consensus on the direction of the project in response to the community's input.

### Public Workshops

A kick-off meeting and a series of three public workshops were held to inform the public of the project and gain input on the project's direction. Flyers, announcements and website announcements were distributed to the community to invite them to the workshops. The distribution of notices occurred within 1,000 feet of the creek. Notices were also sent via e-mail to past attendees. The workshops utilized colorful graphics, aerial base maps and 'PowerPoint' shows as tools to illustrate the design concepts for the project.

- **Kick-off Meeting (August 6, 2003)**

This meeting was conducted to inform the community of the planning process and seek general input.

- **Workshop #1 (October 15, 2003)**

The two key goals of this meeting were to identify the opportunities to link the trail to other community

resources and to identify the types of activities that the trail development could support. A discussion of existing conditions, identification of opportunities and constraints, identification of desired connections to community destinations, and discussion of desired trail recreation activities was held. Some of the specific topics discussed were hours of operation, motorized and equestrian use, trail materials, spur interpretive trails, conflicts of use, and trail amenities.

- **Workshop #2 (January 21, 2004)**

The goal of this meeting was to gather input on a preferred alignment. Opportunities and constraints and two concept plan alternatives were presented. Consensus on a preferred alignment was quickly established, calling for actually two trail alternatives for an on-street segment of the trail. Here an alignment was sought for both sides of the creek, in tandem with an existing designated bicycle lane. This on-street segment reaches from East Williams Street north to East Santa Clara Street near Roosevelt Park. The alignment illustrated in this Feasibility Study reflects this input.

- **Workshop #3 (April 21, 2004)**

The goal of this workshop was to gather input on the Draft Alignment Plan and the draft feasibility study. ADA accessibility features, gateway

and signage concepts were also presented for comment and input. These design features will serve as a springboard for future trail development. Comments heard at the workshop were utilized to refine the study into its final state before publication.

Meeting minutes are included in the Appendix.

### Website

A specific Coyote Creek Trail website (<http://www.ci.san-jose.ca.us/prns/Trail%20cfs.htm>) on the City's Parks, Recreation & Neighborhood Services website was maintained through out the project. The website included concept maps, meeting minutes, the public survey and other related information to keep the public informed.

### Other Input Means

Other outreach methods were utilized to gather input from citizens and various agencies. These included the following:

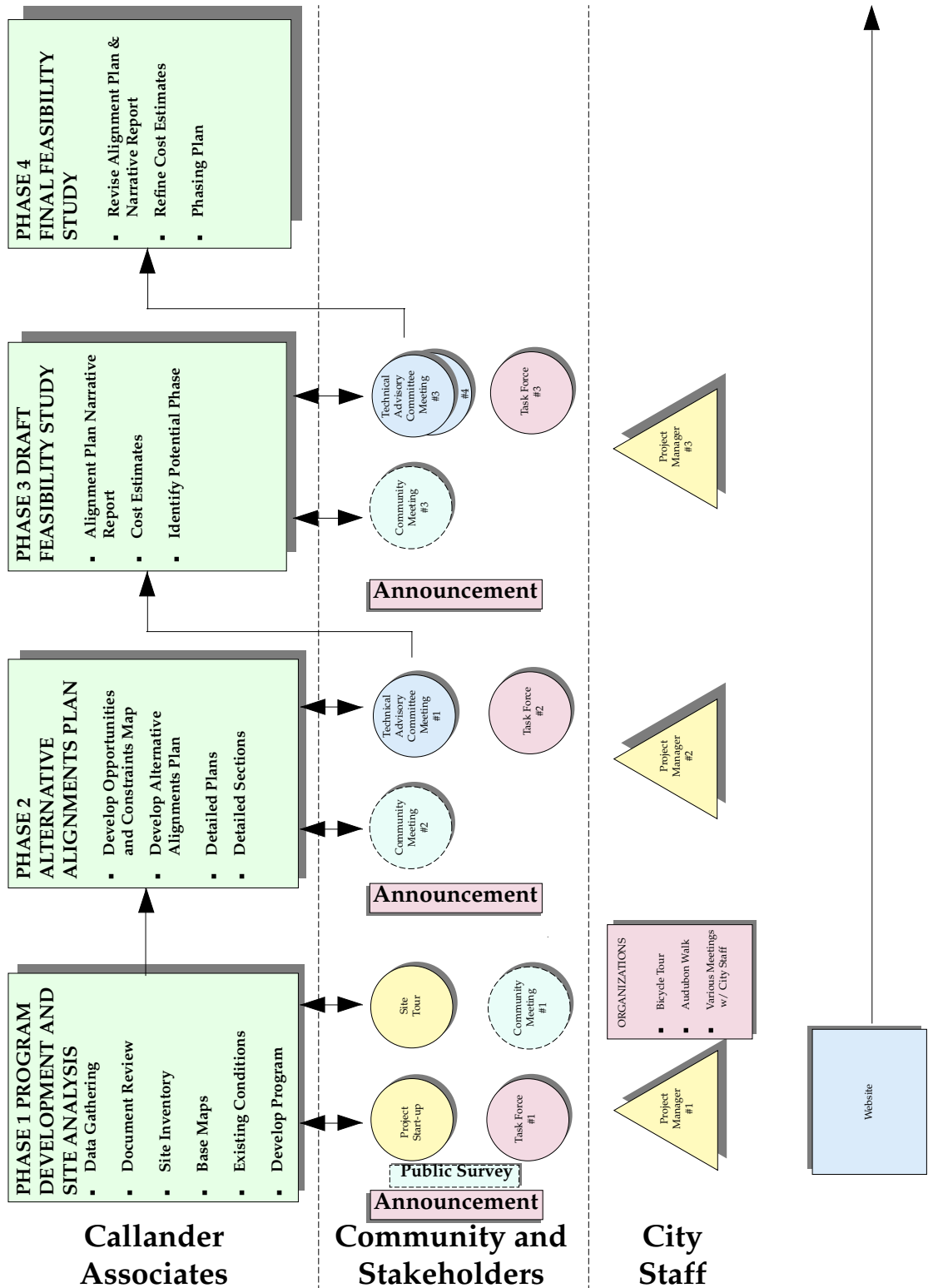
- **Project Team Meeting.** A project team meeting was conducted to introduce key players, agency participants, SNI members, and various City staff to the project.
- **Site Tour Team Meeting.** A site tour was conducted with key SNI members, City project managers, the police, the project consultant and others to discuss existing conditions, opportunities and constraints, and potential links to

a trail alignment. Four key park sites along the creek were visited.

- **Public survey.** A user survey was distributed to the project area residents and left at downtown community centers and libraries. The survey, maintained by the City and also available on the website, sought input on the recreational needs, desirable amenities, links, concerns and vision for the Coyote Creek trail. This tool, available in both English and Spanish, served as an additional resource from participants who may not have participated in the public workshop series.

An overview of the twenty-eight responses is as follows. The trail will be used by all ages, primarily for recreational use. Commuter patrons anticipated some nighttime use. Only a small percent of trail users anticipated carrying a cell phone, with a majority of trail use anticipated on the weekends versus weekdays. In respective order, walking, biking, and jogging were the preferred methods of travel, with some public transportation access to and from the trail. Accessibility and safety measures were requested. A more detailed survey summary is included in the Appendix.

Planning Process



- **Bicycle group tour.** A bicycle tour was completed of San Francisco's on-street bicycle network to serve as a precedent for gateway concepts, and signage for street and trail links. Photos were taken for reference.
- **Police Department meeting.** A meeting with the San José Police Department (SJPd) was completed to develop a concept plan for trail signage that may be linked to the City's 911 and GIS database to facilitate emergency response.
- **Art Program meeting.** A meeting was conducted to discuss potential opportunities for art features and their incorporation as trail amenities, including gateways, trail markers, and various signs.
- **Public Works/Real Estate meeting.** A discussion of trail alignment, the potential for property acquisition and its process was completed.
- **Site tour with Audubon Society.** A site walk was held with a member from the Audubon Society and Resource Program Management Consulting, discussing school education opportunities, potential signage themes relating to the natural habitat, mitigation planting and potential sites, invasive plant maintenance methods, and fencing and bird box opportunities and potential art components.

It should be noted that in follow-up to this Feasibility Study, a future master planning process will occur. This proposed Master Plan will include CEQA review.

The goals and objectives of the Feasibility Study were developed through the project's planning process, including public workshops. This chapter is divided into separate numbered "themes" each of which contains two subsections: goals and objectives. These goals and objectives form the basis for the development of the Alignment Plan outlined in this Feasibility Study. As noted in some "themes", additional information may be found in the Appendix of this document. This chapter will also serve as a checklist for the preparation of the project's final design documents once funded.

### 1. Accessibility

#### Goals

Create a trail that is accessible to people with all types of disabilities.

Provide for public access along the creek, while minimizing impact to neighbors, existing facilities, and existing riparian habitat.

Encourage trail parking to occur at existing park locations, consolidating parking to key locations.

#### Objectives

Provide design amenities and features, including furniture and signage, which are ADA compliant and encourage universal use.

Utilize directional, visual, tactile and audible markings or signals for Universal and ADA accessibility of the trail.

Include signage that accommodates the visually impaired by use of audible signals, Braille and raised letters.

Create new, and improve existing, sidewalk and trail-to-trail transitions for the visually impaired and other ADA accessibility.

Provide directional signage on the street for trail parking locations.

Provide side trails or spur trails that are flush with the main trail for accessibility.

Utilize design recommendations from the City's Disability Group.

Encourage connections to alternative transportation mode facilities and other non-motorized "facilities".

### 2. Adjacent Neighbors

#### Goals

Help mitigate or minimize additional increased traffic flow into residential areas due to trail patrons.

Provide alternative parking areas during peak user times (i.e. summer) where existing parking facilities are already at full capacity (i.e. Kelley Park) to minimize neighborhood impact.

Respect adjacent property owner need for privacy, security and screening from trail users.

Encourage trail visitors to bike or walk as this would have less impact on the neighbors, as opposed to driving.

Do not over develop access to the trail. Visitors should bike or walk to the trail preferably (instead of driving).

#### Objectives

Minimize parking and vehicular impact to neighborhoods through signage for acceptable trail head parking areas, and through the potential use of residential parking permits, restricted parking hours and time limits, or other regulations.

Obtain public input for potential solutions to parking nodes.

Explore seasonal parking alternates and areas of full parking capacity and areas of residential neighborhoods near new trailheads.

Create design guidelines and material recommendations for fencing and screening of adjacent property with the trail, as appropriate to land use.

Encourage alternative transportation travel to access the trail, thereby minimizing impact on neighbors, by establishing a corridor that is pedestrian- and bicycle-friendly with supportive signage and streetscape furniture.

### 3. Alignment

More detailed information regarding “public access” along Coyote Creek is included in the Appendix.

#### Goals

Design a trail that parallels the Coyote Creek wherever possible.

Provide a link to City's trail network, including other segments of Coyote Creek Trail. Current efforts include:

- Highway 101 to Williams Street (Feasibility Study underway);
- Story Road to Phelan Avenue (undeveloped);
- Phelan Avenue to Stonegate Park (Master Plan underway);
- Stonegate Park to Yuerba Buena Avenue (completed, paved);
- Yuerba Buena Avenue to Coyote Creek Park (completed, portions paved) .

Provide a link to the regional, sub-regional, and City trail network; i.e. this creek trail is identified as the interior trail route for the Bay Area ridge trail route.

Establish a trail alignment that is accessible via alternative routes, when a direct creek Class I trail is not feasible. A Class I trail is a designated separate bicycle path that is its own trail network and based on Caltrans standards for width and setbacks.

Define reasons for creek frontage that is not publicly accessible (i.e. between William Street and E. Santa Clara Street).

Encourage a “creek experience” even when an adjacent Class I trail may not directly follow the creek edge.

Utilize the railroad existing right of way and infrastructure (i.e. trestle) as an opportunity for trail spur trails (i.e. at Watson Park) and alignment to key trail access nodes (i.e. Story Road / Senter Road).

Create opportunity for seasonal access under busy arterial streets where infrastructure and clearance are existing. Provide an alternative route too (i.e. Story Road and Kelley Park).

Provide opportunity for spur trail alternative routes when space is available.

Encourage an ease of use of the trail with continuous travel to other trail networks and loops in the trail.

Improve trail alignments that may not currently provide adequate or direct connections.

### Objectives

Take advantage of City-owned parcels and several master planning park efforts to establish a designated Class I trail along Coyote Creek.

Explore potential routes through Brookwood Avenue or Arroyo Way as an alternative route to between E. William and E. Santa Clara Street.

Evaluate on-street trail route segments for paving and sidewalk accessibility revision, need for maintenance/improvements, and intersection crossing.

Research flood levels under all bridges of the alignment for trail accessibility (seasonal alternatives).

Explore status of railroad right-of-way as potential for trail alignment and spur trails.

Explore the potential for property acquisition along the creek as an alternative to a street alignment.

Evaluate right-of-way domain along the creek and reference applicable plans/guidelines the alignment should follow.

Create opportunities for trail 'look-outs' onto the creek in areas where the prime alignment deviates away from the creek.

Consider locations for spur trails or alternative routes when space is available.

Create loops in the trail for athletic training or frequent use by locals (i.e. by Selma Olinder Park and I-280).

Consider trail realignment to Martha Street.

### 4. Amenities

#### Goals

Provide streetscape furniture and amenities that are accessible, people-friendly, easily maintained per County standard, and encourage trail patronage.

Plan for 'special use' areas that accommodate more passive trail use and a peaceful creek experience.

Include bicycle racks in strategic locations along the trail, including near spur trails or sitting areas.

Make it convenient for dog owners to be responsible for their dog's clean up.

Provide the opportunity for the trail to serve as a linear park with other features such as a par course and picnic facilities.

Create areas for public art installation.

Provide areas for community gardens at strategic locations near parking areas.

Explore potential for varying material, used for trail construction based on its intended use, (i.e. soft surface for running and smooth surface for skating).

Create thematic gateway features to celebrate the trail and the history of the area.

Incorporate design elements along the creek to limit access to the creek in sensitive areas.

### Objectives

Align spur trails flush with the main trail and provide opportunity nodes for quiet activities.

Provide seating areas and interpretive signage in 'special use' areas.

Provide benches and picnic tables at regular intervals along the trail.

Evaluate other spur trail options at the Story Road Landfill and mitigation site as part of the Story Road Landfill development process.

Create a trail experience that is enjoyable by many types of travelers by using alternate choices of experiences and trail alignments.

Strategically locate 'mutt mitts' and trash receptacles along the trail, especially near restrooms and dog parks (i.e. Watson Park).

Explore opportunity for a 'quiet area' as a special feature when developing the Story Road Landfill.

Provide public restrooms and water fountains or guidelines for placement if none existing.

Encourage efforts for public art installation.

Encourage park use of the trail area including gardening, picnicking, bird watching, running, biking, skating and environmental education.

Research varying trail materials including cost, availability, maintenance and desirability (inc.. asphalt, concrete, and rubberized surface).

Create unique art pieces, banners, and signage that serve as gateway features along the trail. SCVWD "Awareness Strips" across the trail should be included as one feature of the trail too.

### 5. Collaboration

#### Goals

Maintain a high level of community participation to help establish community ownership.

Involve community members, property owners, local residents, school district, SCVWD, related agencies and City staff in a collaborative planning process by encouraging public participation.

Focus the planning process into a streamlined effort with project input/insight from stakeholders, City staff and neighborhood planning groups related to current planning efforts.

Establish and maintain an open line of communication between the community and the City for information and input regarding the trail project.



*Public Workshop #2, January 21, 2004,  
at Watson Community Center*

#### Objectives

Utilize a main trail coordinator that will coordinate information between citizens, City staff, and other related participant and stakeholders.

Encourage public involvement in the planning process by utilizing workshops, surveys, website information and other means.

Create a committee of representatives of related agencies and City department staff to serve as a spokesperson and resource for information relevant to this trail project, i.e. Task Force Committee and Technical Advisory Committee formation and the Countywide Interagency Trails Committee<sup>1</sup>.

Update agendas, meeting minutes, and information on the City's website regularly.

Collaborate with SNI groups, bicycle advocates, bird and nature enthusiasts, and other interest groups for specific background information.

Establish mailing list of workshop participants, with notifications available via e-mail and flyers.

<sup>1</sup> Perhaps this project could tie into the purposes and objectives of the Countywide Interagency Trails Committee (Hosted by a Santa Clara County Parks & Recreation Department).

### 6. Connections

#### Goals

Improve and encourage trail use with connections to neighboring schools and parks for parents, children and students, including:

##### Schools:

- McKinley School (651 Macredes Avenue)
- Olinder (Selma) School - Elementary (890 E. Williams Street)
- SCVWD - Coyote Creek Outdoor Classroom (791 E. Williams Street)
- San José High Academy (275 N. 24<sup>th</sup> Street)
- Empire Gardens – Elementary (1060 E. Empire Street)
- SJSU (One Washington Square)

##### Parks:

- Kelley Regional Park
- Selma Olinder Park
- William Street Park
- Roosevelt Park
- Watson Park
- Penitencia Creek County Park
- Mayfair Park

##### Community Centers:

- Leninger Center (Kelley Park)
- Boys and Girls' Club (on Empire Street)

- Roosevelt Community Center
- Olinder Community Center
- Watson Community Center
- Mayfair Community Center

Provide connections to local shopping and employment hubs, including the Edenvale Industrial Center and the Wal-Mart District, near Story Road.

Provide good connection to the current Bible College campus, despite current planning efforts to develop multi-family housing at this location.

Provide neighborhood connections to regional parks, such as Penitencia Creek County Park, Kelley Regional Park, and Alum Rock Regional Park.

Provide neighborhood connections to regional trails, such as the Bay Area Ridge Trail, El Sombroso/Penitencia, and the San Francisco Bay Trail.

Consider connections to parks and destinations to sides of the creek opposite the trail.

Provide accessible connections at all existing street intersections near the trail.

Create safe routes to schools.

Maximize connections to transit including bus and key corridors to future BART.

### Objectives

Improve access points to existing parks, including a wide pedestrian bridge to Williams Street Park and access to the trail from Watson dog park.

Sign the locations listed below for trail/bus/light rail network. These bus routes interface with Coyote Creek from Story Road to Hwy 101 as of January 1, 2004.

- **Bus Route 22** – Eastridge Transit Center to Palo Alto  
Interfaces at East Santa Clara Street, runs 24 hours
- **Bus Route 25** – Story / White to DeAnza College  
Interfaces at Story Road
- **Bus Route 64** – Alum Rock/ Miguelito to Almaden Light Rail Station  
Interfaces at East Santa Clara Street
- **Bus Route 72** – Santa Theresa Light Rail Station to Downtown San José  
Interfaces at San Antonio Street
- **Bus Route 81** – McKee / White to Vallco Fashion Park  
Interfaces at Julian Street
- **Express Bus Route 300** – Palo Alto Caltrain Station to Alum Rock / White  
Interface at East Santa Clara Street
- **Santa Clara Light Rail Station**  
Interface near downtown

### 7. Infrastructure

#### Goals

Consider new bridges to improve links to the trail, encouraging the neighborhoods to interact.

Consider the location of the existing railroad trestle at Story Road and Senter Road for future trail alignment to this intersection and connection to existing bike lanes on Senter Road.

Provide adequate trail width to safely access the trail, without encouraging high-speed bicycle travel.

#### Objectives

Consider locations for new bridges from the following locations:

- John Street to Roosevelt Park
- Martha to Story Road (Spartan-Keyes)
- wide pedestrian bridge to Williams Street Park
- Empire Street

Coordinate with the planning efforts of the following SNI neighborhood groups and implement the features relating to Coyote Creek corridor development:

- Spartan/Keyes
- Thirteenth Street
- University
- Five Wounds/Brookwood Terrace
- Tully/Senter

Follow trail width guidelines/standards created by the County to be 16' wide (12' paved with 2' gravel shoulders) to help provide safe operation by all users.

Consider under a separate trail study the existing active railroad right-of-way for future trail development once the rails are identified as inactive. Coordinate with the Rails-to-Trails Conservancy, if desired.

### 8. Safety

#### Goals

Educate trail visitors about the rules, regulations, navigation, and other trail travel modes to help encourage safe use for all.

Provide bicycle parking in locations that are a deterrent to vandalism and encourage use.

Utilize appropriate surface materials for identified uses, i.e. interpretive spur trail, jogging edge, creek overlook, and ADA-compliance.

Install amenities to help increase the sense of safety along the trail which will encourage trail use (e.g. call boxes, safety signage, lighting where needed, etc.).

Consider programs such as Adopt-a-Trail and other events (fundraisers, parties, runs, nature walks and the like) in order to promote a higher use of the trail. This will help deter crime.

Provide alternate trail routes for bridge under crossings that may be seasonally flooded.

Provide access to the trail at specified hours to protect neighbor's privacy, yet consider the trail as a part of the transportation network. (hours of operation)

Protect existing sensitive riparian and native habitat areas with planting buffers that deter human accessibility. Find a balance between personal safety and natural habitat protection.

Install surfaces that deter encampments and illicit behavior under bridges.

Address trail amenity (i.e. trash receptacles, graffiti removal) and maintenance issues along the trail.

#### Objectives

Create specific signage that addresses the goals of safety concerns.

Locate bicycle racks in areas of high travel and in sufficient quantity at all public places of interest.

Change material type, texture, or color of surface material at intersections or special areas of interest to help signify the location and draw attention to the landmark.

Install emergency call boxes after consultation with SJPd on all new trail sections.

Outline and implement a structured police/ranger enforcement plan.

Design plantings, connections, accessibility and alignment of the trail with personal safety of trail users in mind, minimizing opportunity for occurrences and maintaining a good distance for site visibility. This includes the following:

- low plantings / groundcover
- split rail fencing to minimize “surprise” areas
- maintained tree canopies
- soft trail curves
- milestone marker system and signage
- strategic call box locations
- lighting to be provided under wide, dark road crossings (i.e. under 280)
- trail nodes that are easily accessible by the police

Evaluate prior trail studies and police reports (including the Los Gatos Creek Trail, City of San José, and Campbell) on trails to help determine troubled areas and mitigate design areas.

Respect existing riparian corridor and native species, by not allowing for lighting as an amenity though it was desired for safety. Permitting agencies and the City will not allow such an impact.

Evaluate the potential for timed lighting along the trail for bicycle commuters, along with input from the California Department of Fish and Game on urban lighting. (down lighting or focused lighting; use of reflectors without lighting use)

Outline program efforts that would establish a network system for citizen-based reporting and volunteer patrol network. City will investigate this.

Identify hours of operation of the trail and provide access for trail use as part of the transportation network (i.e. bicyclist use during evening and early morning hours - seasonal). City will investigate this.

Specify prickly landscaping (i.e. wild rose and berries) at sensitive areas to be protected. Other plant species should be identified and listed by the City for recommendation.

Install boulders under bridges to deter human habitation at these locations.

Use traffic-calming techniques and avoid long straight-aways to prevent high-speed travel.

Identify a process for including trails as part of the patrol area for routine maintenance and policing.

### 9. Signage

- For further detailed development of “signage” see the Appendix of this document.
- For further information on potential “history themes” see the Appendix of this document.

### Goals

Identify the trail with signage at major access locations to the trail.

Post signage for use and safety of the trail visitors, to encourage awareness of other travel modes. Signage to include:

- interpretive/historical
- directional
- safety
- allowable uses

Provide an opportunity for educational information at areas of special interest or unique environmental significance.

Install directional signage marking public restroom locations along the trail.

Consider gateway locations at bridges and major road crossings.

Identify gateway themes.

### Objectives

Locate rules and regulations signage at key access points to the trail.

Create a “tactile” marker that designates a visual and textual change in trail features.

Create “safety” and “directional” signage to illustrate:

- bicycle commuter navigation
- dog leash laws
- dog maintenance “courtesy reminders”
- trail speed limit signs
- links to “remote” places, i.e. “Los Gatos”, similar to roads
- trail maps
- mileage markers, similar to European cities
- restriction of motorized ‘transit’, but not wheelchair use

Create “interpretive/historical signage”, which includes environmental education, cultural history and natural history information at respective locations along the trail, including the Story Road landfill mitigation site. (See the Appendix: White Papers for additional interpretive themes that may be considered.)

Incorporate “Interpretive” signage for the identification of common birds, migratory birds, wildlife, plant life, and creek hydrology.

Encourage trail parking to be consolidated at key locations of existing park parking lots with directional and regulatory signage.

Create public safety signage that lists emergency contact phone numbers for direct connection to dispatch, i.e. San José Police Department.

Continue collaboration with the City Police and Fire Departments to identify project needs and emergency services.

Consider the following topics for gateway themes:

- local history (archeological/cultural/historic)
- wildlife habitat including coyote, egret, marlin, and raccoons

Consider the following topics for signage themes:

- local history (cultural/historic)
- wildlife habitat
- wildlife mitigation/restoration repair at Story Road landfill
- “East San José” as its own town in 1920’s with celebration of its colorful past
- presence of brick manufacturing along the creek, previously

- use of the creek as a shipping route for produce from Morgan Hill to farmer’s markets

- Native American history

- History of the individual bridges

- creek as the City boundary at one time

- nearby Japantown neighborhood (Jackson Avenue)

Research site and local history at the suggested locations:

- *Historic San José - Tales of Naglee Park*, by Jack Douglas
- Dr. Martin Luther King Jr., California room
- Historical Museum

Establish allowable transit modes along the trail, determining the latest regulations concerning motorized scooters, motorized skateboards and Segways. Restrictions should not be placed on motorized wheelchairs.

Develop a signage plan during the Master Plan process.

### 10. User Conflict/Separated Use

#### Goals

Provide trail use to multiple trail user groups, without compromising the safety of trail users and minimize user conflict (i.e. between bicyclists and pedestrians). (See "intended trail users" in the Appendix of Countywide Trails Master Plan.)

Design a trail that limits impact to the surroundings by not providing too many recreational opportunities for too many people.

Include design parameters that consider stroller and wheelchair use when defining permitted uses on paved segments of the trail.

Consider whether equestrians will be permitted on the trail. (See "intended trail users" in the Appendix of Countywide Trails Master Plan.)

Identify as interior trail route for the Bay Area Ridge Trail route.

#### Objectives

Design a trail path that is ample enough to provide safe use by multiple user groups, including the following:

- provide accessibility at intersections with spur trail / sidewalk / road intersections / interpretive nodes and gateway / trail entries
- design the trail with a wide hardscape width for two travel lanes, one each way

- install striped lanes for one-way travel
- allow areas for spur trails for quiet and interpretive passive use
- accommodate unpaved trail shoulders for water run-off, jogging, and buffer from vegetation.

Research existing trail designs in other jurisdictions for design ideas of what works and what trail design concepts could be improved upon. Coordinate with County design guidelines.

Minimize user conflicts through education, enforcement and signage.

Encourage bicyclist to use courtesy and announce when passing, with use of verbal "heads up" or bell chime. Recommendations from the Department of Transportation will be sought for any on-going programs to increase safety.

Consider altering the County standard trail cross section to include a 4' shoulder to serve as a walking trail.

Explore use of the trail by equestrians, including a connection to the Tully Road stables and whether the trail is considered a link to the Bay Area Ridge trail. It should be noted that currently Black Walnut trees, which are poisonous to horses, are found along portions of the Coyote Creek.

### 11. Environment

#### Goals

Encourage interpretive/environmental education opportunities along the trail, including the viewing of steelhead, turtles, and birds.

Design the trail to preserve the natural characteristics of the creek riparian corridor.

Enhance the natural habitat to support wildlife, including the removal of trash for the safety of the wildlife.

Find a balance between the preservation of nature with the clearing of vegetation for safety.

Help to ensure environmental justice (resource distribution throughout the community) during trail development and implementation.

#### Objectives

Create an educational outreach program, including trail signage and school programs (i.e. at Empire Gardens, educational science magnet school), which relate to the creek and its adjacent park features (i.e. Story Road landfill mitigation).

Create trail spurs of “special areas” for interpretive and passive use along designated areas along the creek, that avoid highly environmentally sensitive areas, i.e. one with endangered species.

Research potential funding sources to identify opportunities for habitat enhancement.

Develop a site inventory list from the Audubon walk to identify wildlife amenities.

Follow through with the City's project manager for input on current project and opportunity for educational and interpretive signage at the Story Road Landfill mitigation site.

Conduct a thorough environmental analysis of the proposed trail route during the Master Plan process for the trail, in accordance with the California Environmental Quality Act (CEQA).

### 12. Maintenance

#### Goals

Minimize trail maintenance by the use of appropriate and durable materials to permit long-term use, suitable for trail users.

Minimize water runoff and erosion problems with appropriately selected trail surface materials.

Maintain the trail and provide amenities to limit deterioration of the corridor, encourage safety, and prevent vandalism.

Consider estimated additional staffing needs for future trail development, maintenance and operation during the Master Plan planning process.

### Objectives

Consider providing smooth paving, since asphalt may deteriorate and provide maintenance issues and may not be suitable for skating.

Create a maintenance plan and determine resources for minimum and premium servicing. Research Steven Creek Trail's maintenance plan and review the *Santa Clara County Countywide Master Plan*.

Consider estimated additional staffing needs for future trail development, maintenance and operation during the Master Plan planning process.

Identify locations for trash and recycling receptacles along the trail.

The trail alignment, shown on pages 47-50, is the community preferred route. These graphics summarize trail planning efforts to date, including TAC, Task Force, and community outreach input. The trail alignment incorporates the goals and objectives previously defined in this feasibility study. The trail alignment is illustrated in this chapter through the use of the following:

- narrative description by segments
- Trail Alignment Map
- Detail Plans/Enlargement Area
- Sections

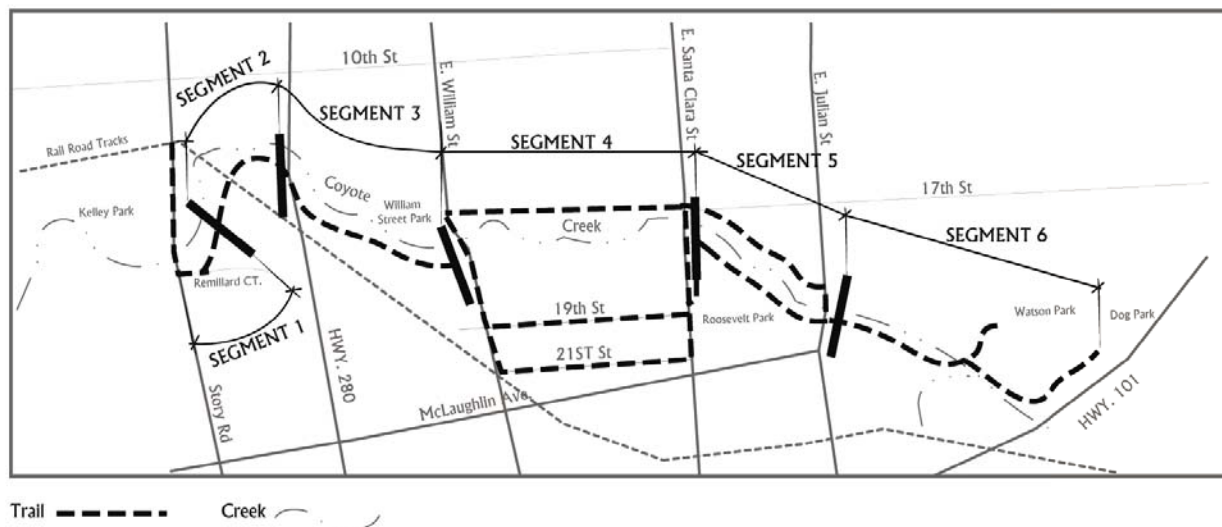
The trail segments outlined in this chapter relate to further detail in the cost estimate in Chapter 7.

## Alignment Plan

The alignment connects Story Road to Watson Park, near Highway 101. Existing service roads, trails, bike routes, bridge infrastructure, established parking areas and public amenities were incorporated into the alignment as much as possible. The Trail Alignment Map illustrates the proposed Coyote Creek trail route.

### Segment 1: Story/Keyes Road to Remillard Court

The alignment starts at Story Road and travels downstream to the north. A new pedestrian sidewalk is proposed along Story Road, on the north side to permit access from the Spartan Keyes neighborhood.



*Segment Key Map*

Traveling down Remillard Court, just east of the creek, a new trail head/staging area is proposed. This may include such features as trail map, bike rack, gateway feature, benches, signage, and parking. This area is seen as a key link to the adjacent shopping area that is undergoing development and as a future link to Kelley Park. Continuation of the trail to the south via a traffic signal is proposed at the future park entrance on Story Road.

### **Segment 2: Remillard Court to I-280**

From Remillard Court the trail follows an existing maintenance road through the Story Road Landfill site. On-going environmental mitigation and monitoring efforts are underway in the vicinity, particularly along the creek boundary and in the newly installed pond area.

The railroad trestle to Senter Road is viewed as a potential trail connection in the future, should rail operations be abandoned and the property becomes available. Union Pacific Rail Road (UPRR) operations will be explored in more detail as part of the proposed Coyote Creek Trail Master Plan.

Mid-way between Story Road and Interstate 280 a new bridge is proposed to connect to the Spartan/Keyes neighborhood. The proposed bridge would align with Martha Street. This would align with a San José Water Company parcel, avoiding private residential property.

A “special use” area may be possible along the creek near Interstate 280 which would provide short spur trails providing users with a closer look at the creek, educational signage, and bench resting areas.

### **Segment 3: I-280 to East William Street**

Under Interstate 280 special provisions would be taken to help improve safety of trail users. While trail lighting is not anticipated for the length of the trail, lighting of the underpass would be provided. Suggested to be developed as a “quiet area”, this space will undergo more detailed design development during the proposed Story Road Landfill master planning process.

On the north side of Interstate 280, the trail splits. Coyote Creek Trail continues to the north and the Five Wounds<sup>1</sup> Trail is contemplated to travel to the northeast along an existing rail alignment. It connects to a proposed trail head at the end of Woodborough Place, a residential cul-de-sac, which borders Selma Olinder Park. The trail would also connect to and utilize the planned trail through Selma Olinder Park, near the creek edge. A new bridge crossing from Selma Olinder Park to the Bible College is proposed, though this campus is anticipated to be relocated and replaced by new multi-family development. Development of this bridge would be studied as a change in use occurs.

The proposed trail continues to the backside of Selma Olinder Elementary School on an existing path and connects to

---

<sup>1</sup> "Five Wounds" is a working title for this proposed alignment, in reference the church and neighborhood it links to.

William Street Park, on the west side of the creek, accessible by an existing pedestrian bridge that would need improvements for ADA accessibility.

A more central pedestrian bridge was contemplated between the two parks; however, preservation of the existing bridge was deemed necessary by the narrow width of the existing Williams Street vehicular bridge.

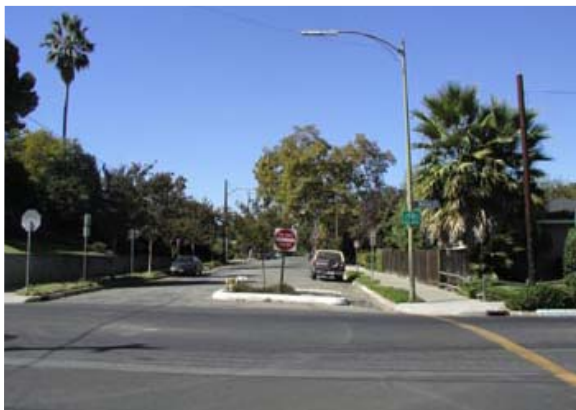
#### **Segment 4: East William Street to Santa Clara Avenue**

At East William Street, the trail divides into two alternative routes, traveling along city streets and sidewalks. These on-street pathways are the only feasible routes due to the significant amount of privately owned property along the creek and limited right-of-way along the embankments in this area.

The western route is described as follows. From the William Street bridge, the trail follows South 16<sup>th</sup> Street. Crossing over

the bridge to the west side of the creek, the route turns right, to the north. A class III bicycle route (signed as an on-street bicycle route) would extend down 16<sup>th</sup> Street at E. William traveling north, turning to St. John's Street along the creek, then to 17<sup>th</sup> Street all the way to a proposed pedestrian bridge. This pedestrian bridge would link the Thirteenth SNI neighborhood with Roosevelt Park. Sidewalk improvements would have to be made on this route to improve accessibility and recognition as a trail alignment.

The eastern route is described as follows. From Selma Olinder Park, a new class III bike route is proposed on E. William east to 19<sup>th</sup> Street. East 19<sup>th</sup> Street would also be a proposed bike route, continuous to Santa Clara Street. Here, the trail crosses Santa Clara Street, via an existing traffic signal and crosswalk, to a new Class I trail on the parkside of the street. This route takes advantage of existing street infrastructure and signals, yet would also need sidewalk improvements for accessibility. Signage would also be necessary. A detail plan illustrates this intersection at Roosevelt Park.



*E. William and 16th intersection*

### **Segment 5: Santa Clara Avenue to East Julian Street**

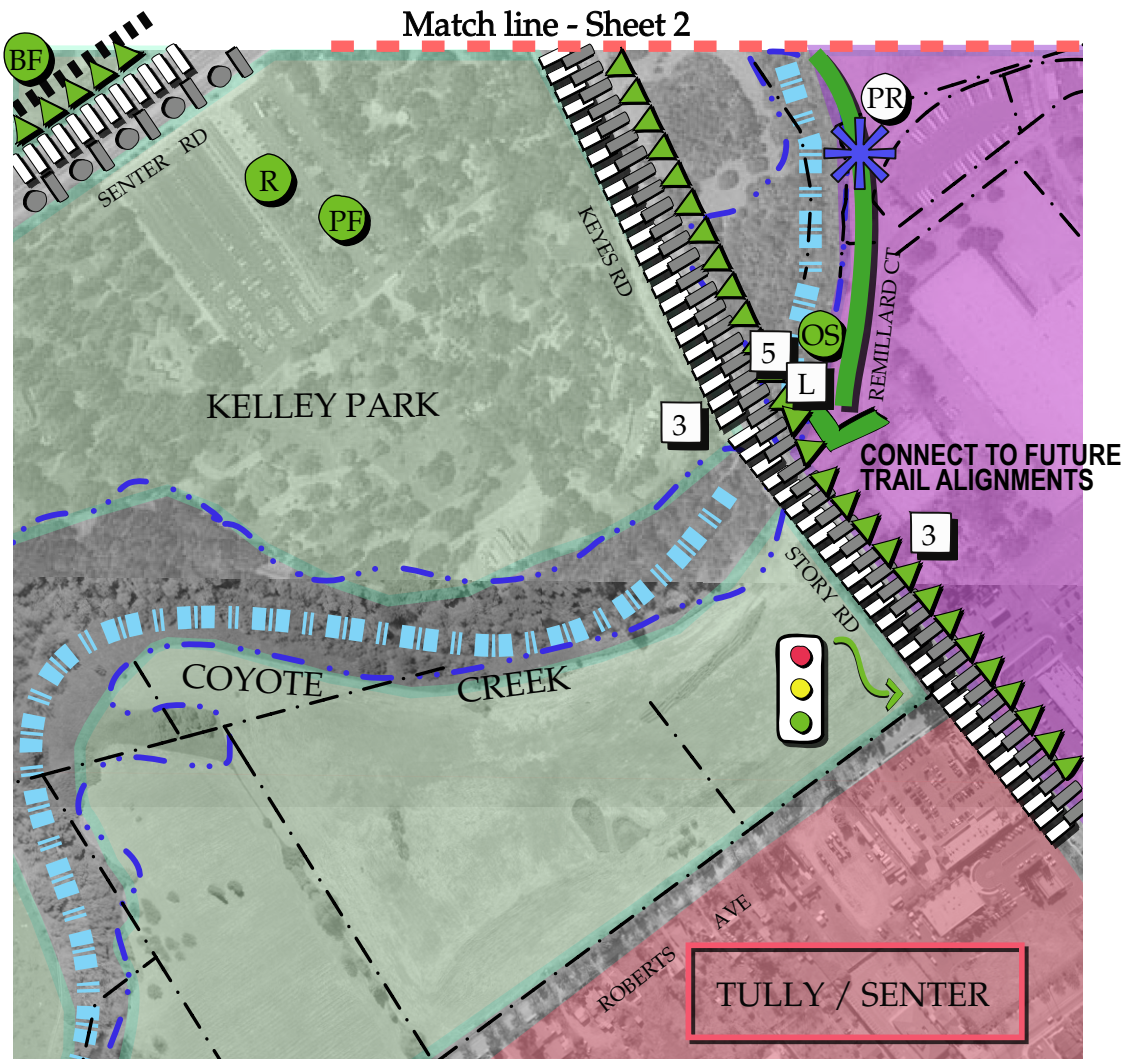
From Santa Clara Street, the trail follows an eastern creek alignment until Empire Gardens Elementary School at the confluence with Lower Silver Creek. A raised boardwalk is proposed along San Jose High School due to a narrow right-of-way at the top of the creek embankment and close proximity of school buildings. A solid perimeter fence between any trail segment and the school, as well as highly visible strategically placed trail and school access points, will be present. Trail users will be directed to cross Julian Street at the proposed mid-block crosswalk located just east of Coyote Creek, aligned with the trail.

### **Segment 6: East Julian Street to Watson Park**

The trail continues along the east side of the creek, adjacent to San José High School. This school campus is on the north side of Julian Street. Behind the school, a residential complex called Wooster Gardens is adjacent to Coyote Creek. Between the creek and Wooster Gardens housing complex, an existing SCVWD service road alignment would be developed into a joint use trail segment. A new pedestrian/bicycle bridge is proposed for the alignment to connect to Watson Park, at the confluence of Lower Silver Creek and Coyote Creek. The trail would then connect to the existing parking area and restroom at Watson Community Center, in conjunction with the new









skateboard park being constructed. This is a proposed staging area to the trail. A detail plan illustrates this juncture.

A secondary trail would also travel along the west side of the creek, from the proposed bridge, connecting to the Watson Park dog park area. The dog park area would be the terminus for the Coyote Creek trail at this time. Additional signage for dog safety, higher frequency of “mutt mitts” and trash receptacles are anticipated for this area of the trail. This area along the creek could also provide another opportunity for development of a “special use” area to experience and enjoy the natural creek habitat on a spur trail or lookout area.



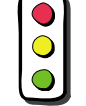

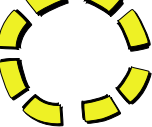






## Legend

### TRAIL ALIGNMENT

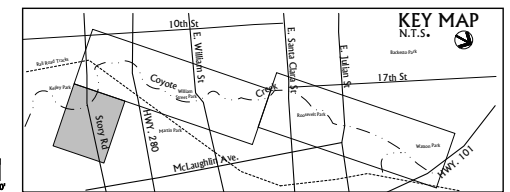
-  Class I : New trail segment
-  New 8'-0" boardwalk
-  New pedestrian/sidewalk
-  Class I: Modification of existing park pathway
-  Class I: Existing
-  Class III: New bike route
-  Class II: Existing bike lanes
-  Class III: Existing bike route

### PLAN SYMBOLS

-  Existing bridge
-  Riparian corridor  
Source: Santa Clara Valley Riparian Corridor Policy Study
-  Existing traffic light
-  Existing stop sign
-  Proposed bridge
-  Special use area  
Opportunity for spur trail, viewing area, and/or interpretive signage
-  Proposed Mid-Block Crossing  
Coordinate with existing signals
-  Section
-  Enlargement area

### TRAIL SIGNAGE

-  1 Rules and regulations
  -  2 Interpretive/educational
  -  3 Directional
  -  4 Trail map
  -  5 Safety
  -  6 Dog rules with 'mutt mits'
  -  7 " Zero Tolerance "
  -  L Landmark
- Mileage markers and awareness strips not shown.
-  **Major Gateway/ Staging Area**  
MAY INCLUDE:
    -  Trail map
    -  Bike rack
    -  Gateway marker
    -  Safety signage
    -  Benches
    -  Rules and regulations
    -  Parking area
    -  Mutt mit holders
  -  **Minor Gateway/ Staging Area**  
MAY INCLUDE:
    -  Trail map
    -  Bike rack
    -  Gateway marker
    -  Rules and regulations
    -  Mutt mit holders
    -  Safety signage
    -  Interpretive signage



## TRAIL ALIGNMENT MAP COYOTE CREEK TRAIL

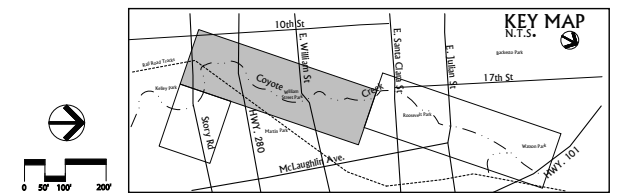
Callander Associates  
Landscape Architecture, Inc.  
03.041

Sheet 1 of 4  
February 20, 2004

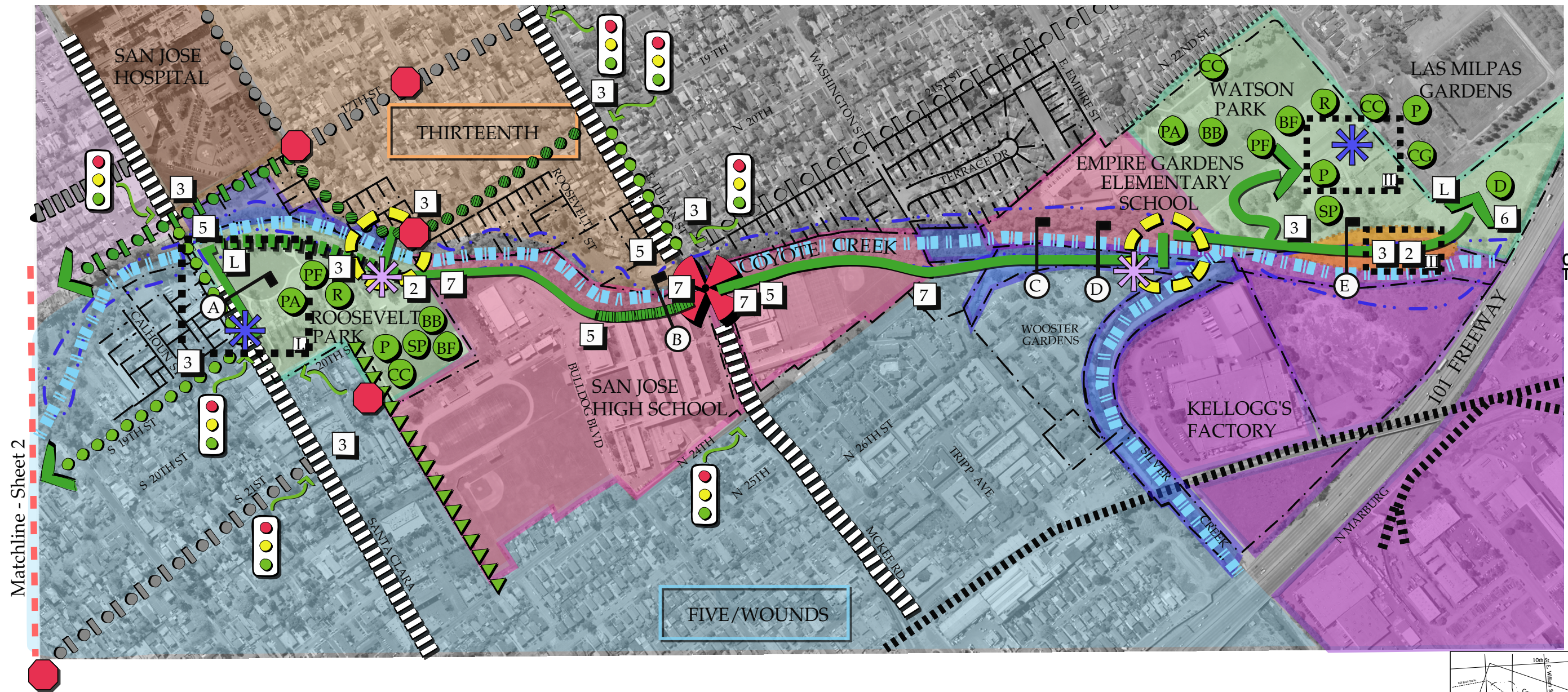


**TRAIL ALIGNMENT MAP**  
COYOTE CREEK TRAIL

Callander Associates  
Landscape Architecture, Inc.  
03.041



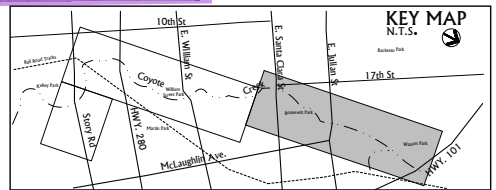
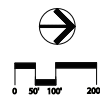
Sheet 2 of 4  
February 20, 2004



CONNECT TO FUTURE TRAIL ALIGNMENTS

# **TRAIL ALIGNMENT MAP** COYOTE CREEK TRAIL

Callander Associates  
Landscape Architecture, Inc.  
03.041



Sheet 3 of 4  
February 20, 2004

# LEGEND (Continued From Sheet - 1 )

LAND USE

Private

SCVWD

School

Civic

Public

Creek

SP RailRoad

Estimated property lines

SNI GROUPS

Spartan/Keyes

Thirteenth Street

University

Five Wounds/Brookwood Terrace

Tully/Senter

ADJACENT TRAIL AMENITIES:  
( Publicly Accessible )

BF

BALL FIELD

CC

FUTURE COMMUNITY CENTER

D

DOG PARK

CG

COMMUNITY GARDENS

R

RESTROOM

PA

PLAY AREAS

SP

FUTURE SKATE PARK

PF

PICNIC FACILITIES

BB

BASKETBALL COURT

P

PARKING LOT

OS

ON STREET PARKING

PR

PROPOSED RESTROOM

L

SECURITY LIGHTING (UNDER BRIDGE)

BIKE PLAN DESIGNATIONS

Source: Santa Clara Valley Bike Way Plan, 2002

Proposed Bike Routes ( Class III )

Existing Bike Routes ( Class III )

Existing Bike Lanes ( Class II )

BUS ROUTES

Source: Santa Clara Valley Bus and Rail map, April 2003

Existing Bus Routes

CITY OF  
SAN JOSE  
CAPITAL OF SILICON VALLEY

Callander Associates  
Landscape Architecture, Inc.  
03.041

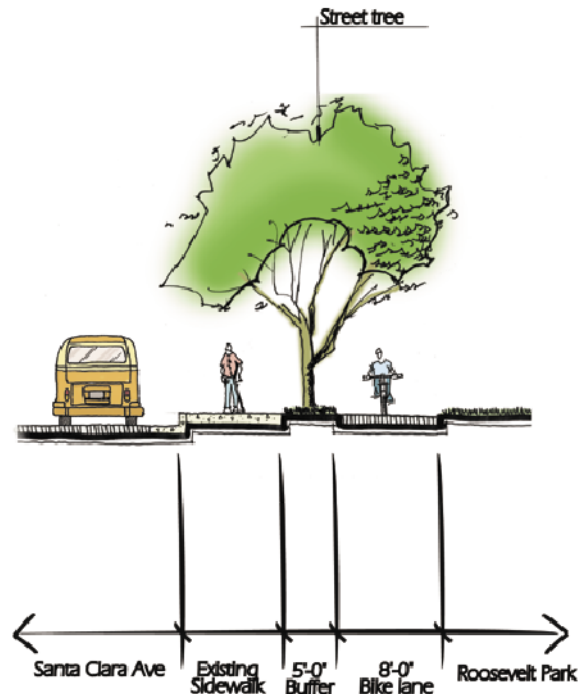
TRAIL ALIGNMENT MAP  
COYOTE CREEK TRAIL

Sheet 4 Of 4  
February 20, 200

### Detail Plans / Enlargement Area

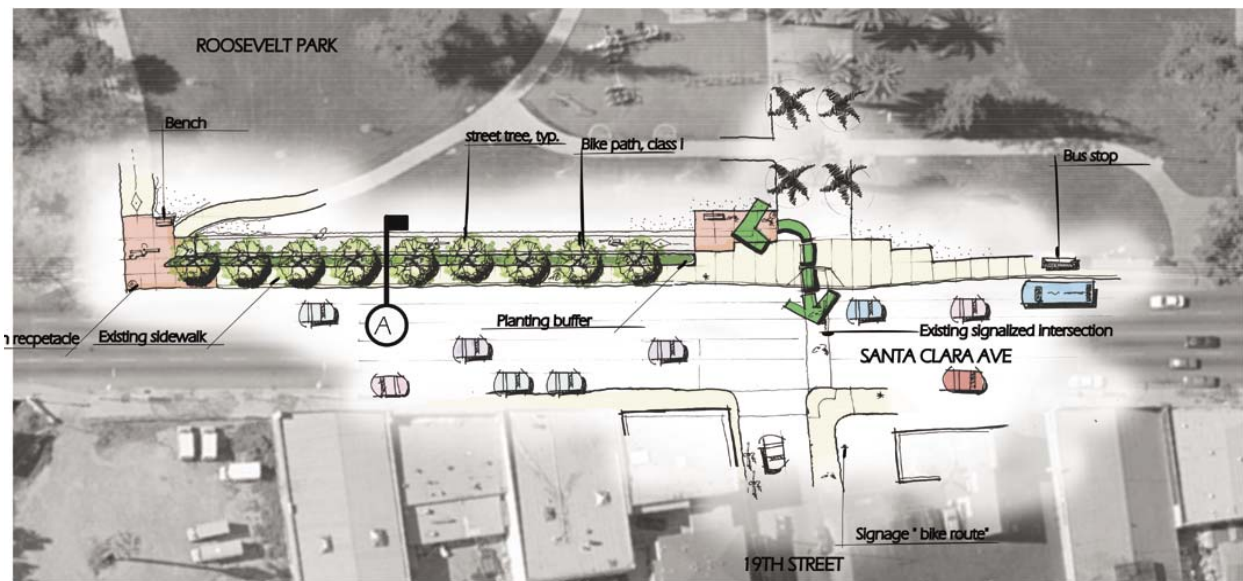
Three detail plans (pages 45-47) illustrate concept ideas of the trail at key areas. They illustrate how the trail might be developed in these locations.

- Roosevelt Park.** This plan and section illustrate the area from the 19<sup>th</sup> Street/Santa Clara Avenue intersection to the existing park trail along Coyote Creek. Connection from the on-street proposed new bicycle route on 19<sup>th</sup> Street crosses Santa Clara Avenue at an existing traffic signal light. A new Class I trail segment would be proposed on the park side of the sidewalk, away from the street. This would keep bicycle travel off of the street and buffered from pedestrian use on the sidewalk with a planting strip. The planting strip could provide space for new street trees,



*Section A: Proposal Buffer and Sidewalk*

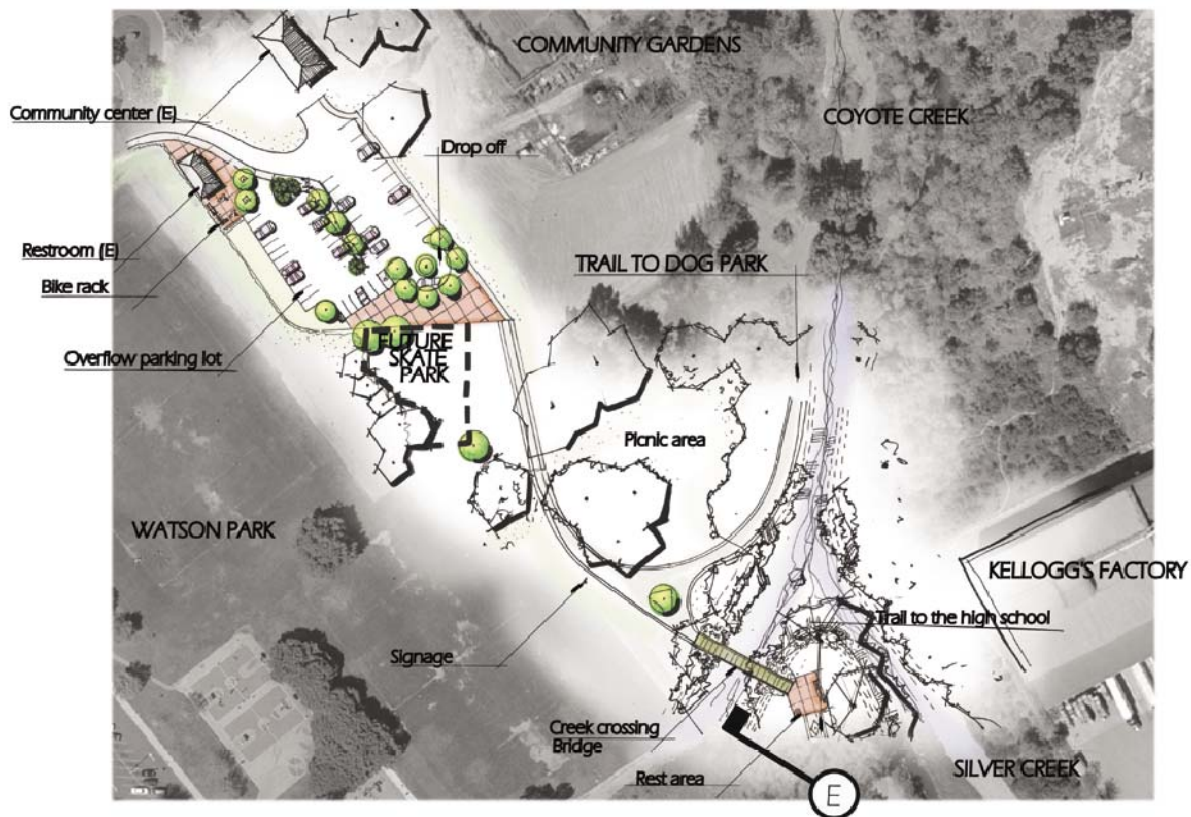
providing a green edge to the park. The trail could then connect to the existing path along the creek at an enlarged plaza area.



*Roosevelt Park Detail Plan*

- **Watson Park.** This plan illustrates the northern end of the trail as it crosses Coyote Creek to Watson Park at the parking and restroom area. This plan highlights how, through carefully designed trail connections, existing amenities such as restrooms and parking areas can be successfully utilized by trail users. Additional

signage, bike racks, and drop-off areas are also illustrated. Here the trail would link with current efforts to construct a new skate park at the end of the parking lot. A second trail is also illustrated to connect with the Watson Dog park just down stream.

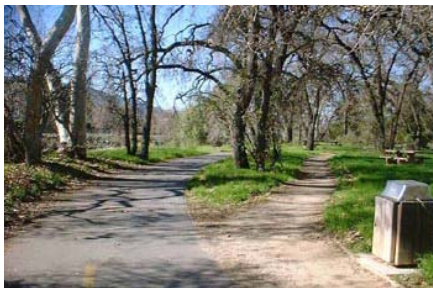


*Detail Plan of Watson Park trail connection*

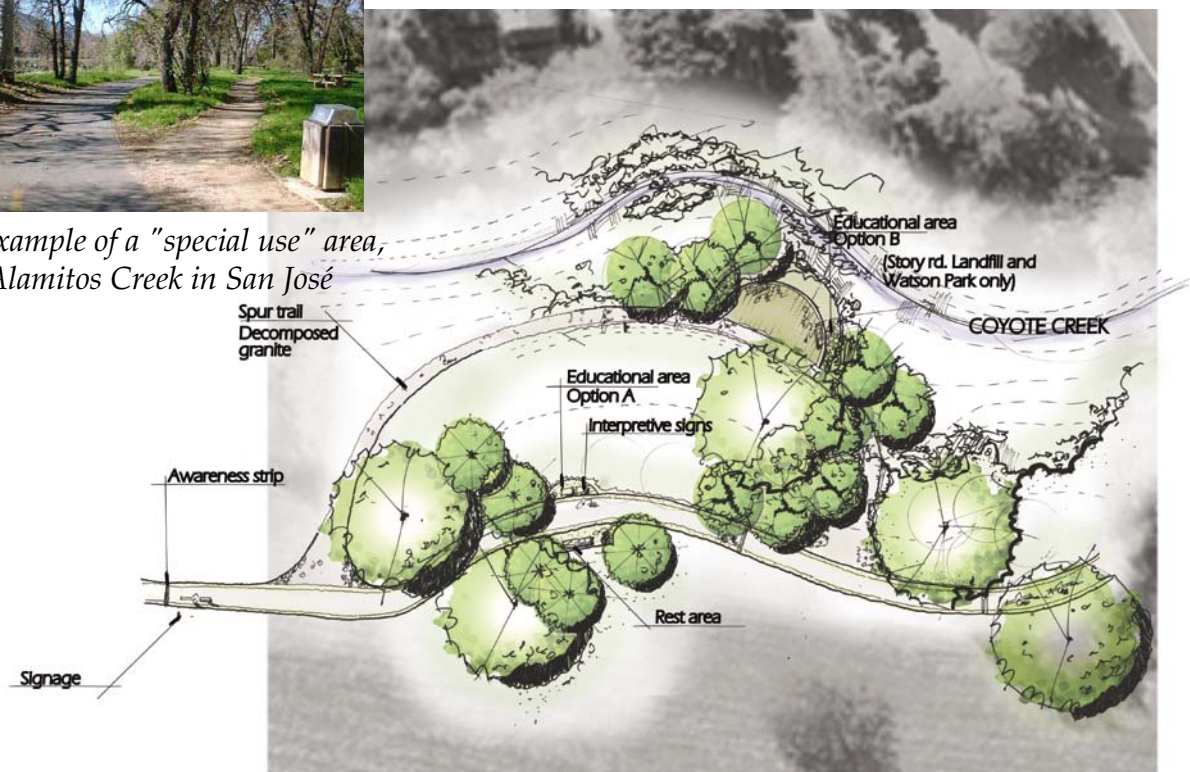
- **Special Use Area.** A “special use” area is an area along the trail that would provide opportunities for a heightened “creek experience”. This would occur in an area that is not highly environmentally sensitive, (i.e. one with endangered species). Here a viewing area or spur trail of decomposed granite could occur as a side loop off the main trail. This would give trail users seeking a creek look-out, interpretive signage or just a passive recreational use this choice. Trail intersections would

be identified through signage inset into the pathway surface, called “awareness strips”. Nodes for rest and interpretive signage are also illustrated along the main trail.

Awareness strips and other trail design features are outlined in the Santa Clara Valley Water District document, titled *Coyote Watershed Aesthetic Guidelines*. This document may be found at the following website link: [http://www.valleywater.org/media/pdf/Coyote\\_Watershed\\_Aesthetic\\_Guidelines.pdf](http://www.valleywater.org/media/pdf/Coyote_Watershed_Aesthetic_Guidelines.pdf)



*An example of a “special use” area, Los Alamitos Creek in San José*



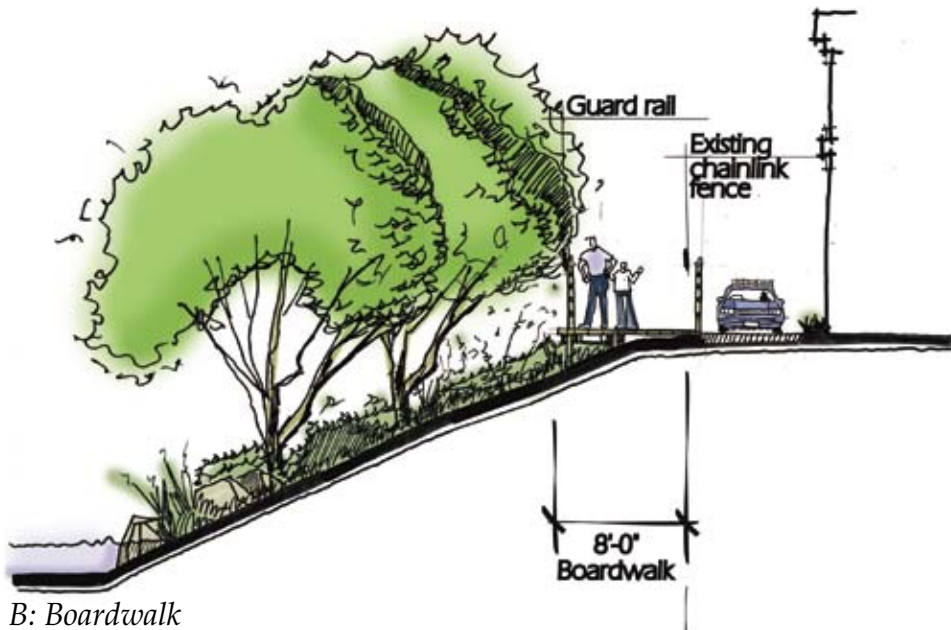
*Detail Plan of “special use” area*

### Sections

The sections illustrate conceptual designs proposed for the Coyote Creek Trail. They are described as follows:

- **Boardwalk.** A raised 8' wide boardwalk is proposed for a limited segment along the San José High School property edge. This occurs near the Julian Street intersection, only in the creek corridor area that is constrained in width at the top of the creek embankment. The boardwalk would provide accessibility along the creek, without impacting school operations. School buildings are built near

the property line to the creek and inhibit trail realignment higher on the embankment. The width of the boardwalk is narrowed, compared to the typical trail of 16' (12' width, 2' shoulders) to help minimize construction costs and reduce impact to creek habitat. A solid perimeter fence between any trail segment and the school would be maintained for security of the campus, with strategically placed emergency gate exits from campus to the trail at designated intervals that are highly visible.

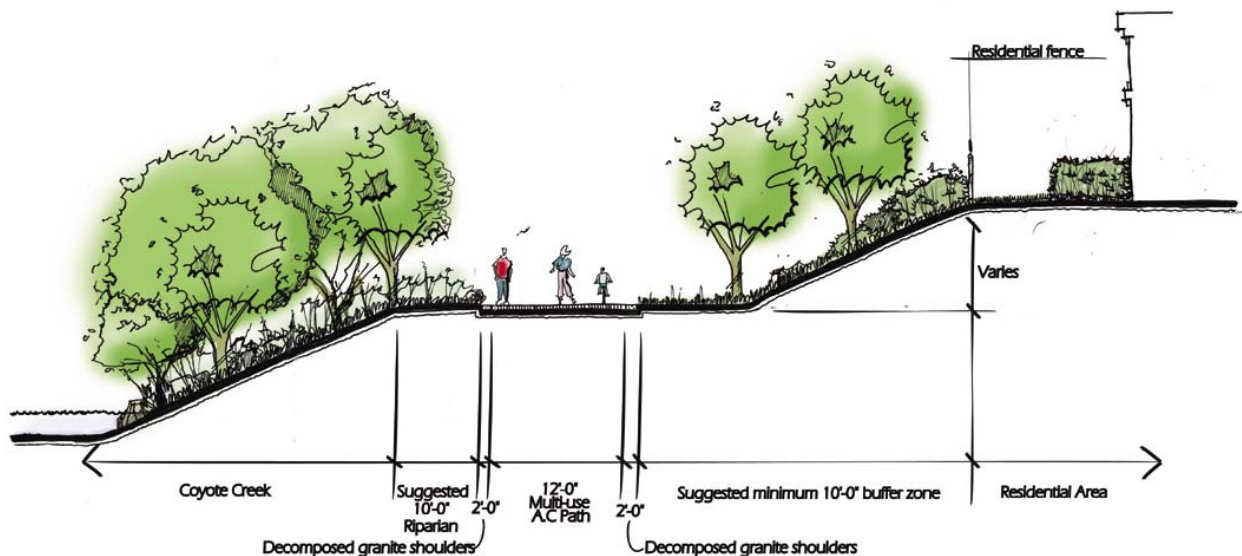


*Section B: Boardwalk*

- **Access Road.** This trail design illustrates the segment from the most northern corner of the San José High School campus (north side of Julian Street), past Wooster Gardens to Silver Creek. Here the trail would be developed on top of an existing maintenance road, nestled between the riparian area and below multi-family residents. Minimum 10' wide vegetative buffer zones is suggested to occur on either side of the trail, while maintaining clear lines of sight on the trail for trail users. (Reference the *Riparian Corridor Policy Study*, City of San José (May 1994) for further trail setbacks near riparian areas.)

Some new plantings along the residential edge may be installed to soften the boundary but the visibility of residents to the trail would be preserved to support safety.

Ground covers and shrubs that can limit access would be used strategically to deter trespassing.

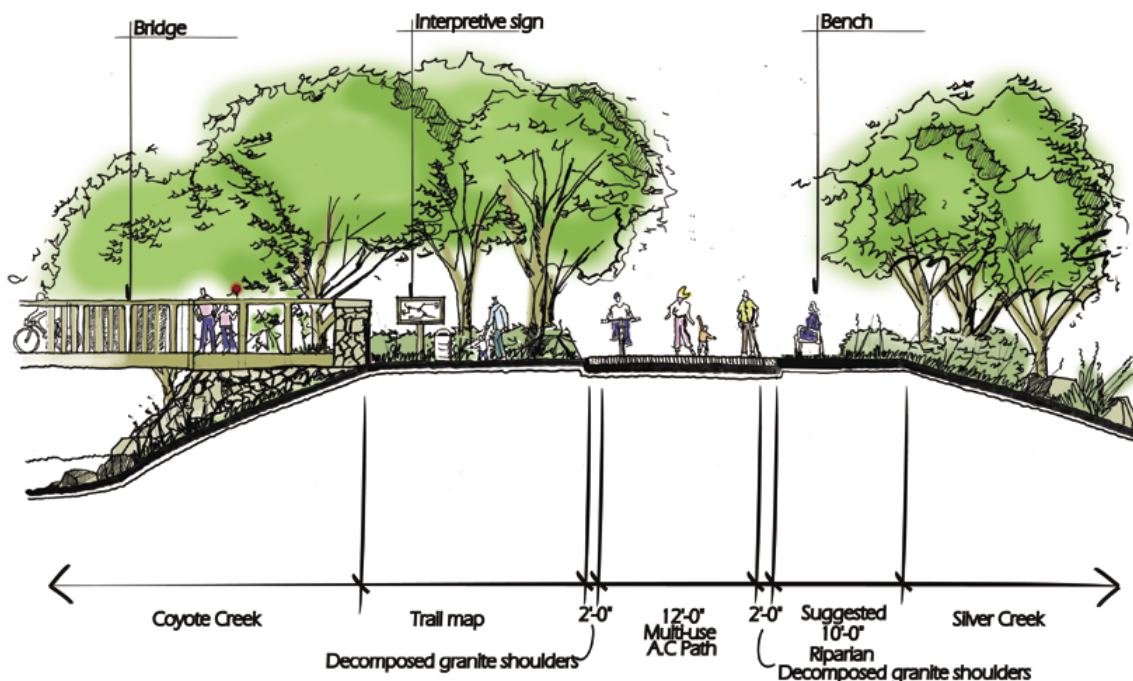


Section C: Access road connection

- **Bridge Crossing.** This drawing illustrates the trail intersection looking north to a new proposed bridge at Coyote Creek to Watson Park. This occurs just south of Silver Creek. Here multiple activities may occur to encourage safe trail use, provide environmental education, passive recreation and social areas.
- **Special Use Area.** The section, on the following page, illustrates the area described previously as a detailed plan. Seating and overlooks may be provided here as well.

In general, this 3.1 mile reach is conceptually designed as a multi-use trail for bicyclists, pedestrians, wheelchairs and other modes of non-motorized transportation. Equestrian use was considered, but found to be unfeasible, due to the following constraints:

- on-street alignment
- urban conditions
- trees that are poisonous to horses
- on-street trail crossings
- narrow boardwalks
- limited right-of-way clearance at the top of creek banks in some areas
- no staging area for horse trailer parking



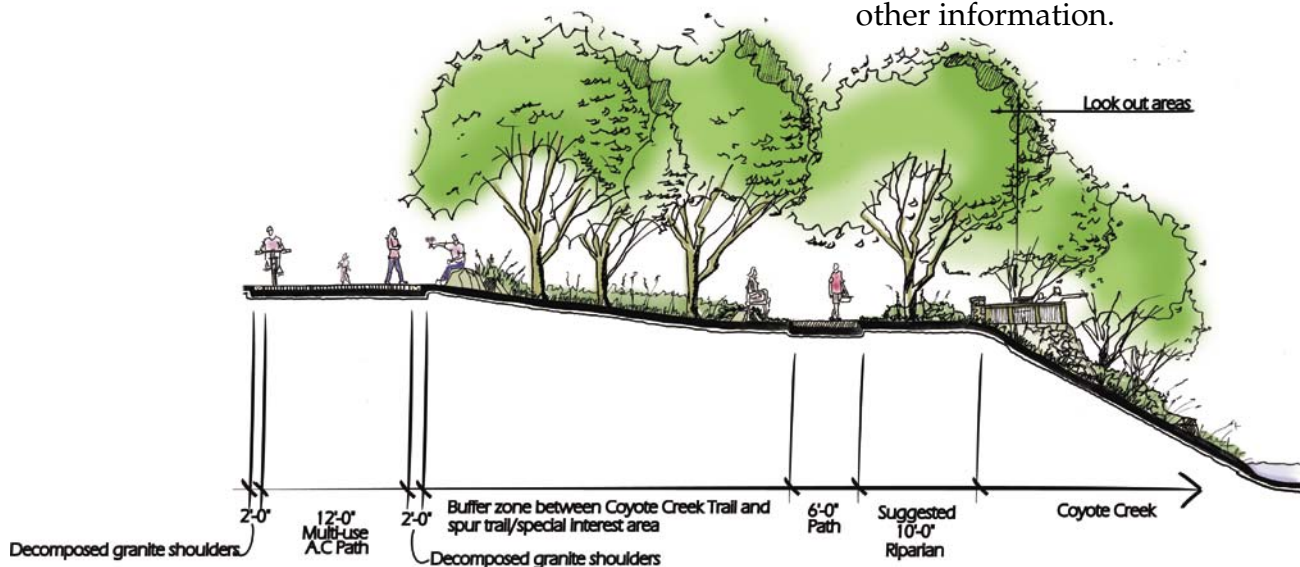
*Section E: Watson Park trail connection*

While the *Santa Clara County Countywide Trails Master Plan Update* (1995) identifies the intended use of this reach to include equestrian use, this should be relabeled in the County's Trails Master Plan to exclude equestrian use at this reach. It should be noted that the Coyote Creek Trail, adjacent to this reach, from Penitencia Creek to Alameda County Line, according to the County's Trails Master Plan, does not include equestrian use as an intended trail use. The conceptual design proposed would only continue this non-equestrian segment length.

Please note that these concept ideas: the alignment plan, detailed plans, and sections, are conceptual illustrations only and would need further development before they could be implemented.

### Design Recommendations:

- 12' wide paved trail with 2' decomposed granite shoulders
- special use areas (2)
- 8' wide boardwalk along segment of San Jose High School
- new pedestrian bridges (3 + 1) depending on site redevelopment
- trail head/staging/ gateway areas (4)
- lighting under I-280
- mid-block crossing at Julian Street
- service road trail (between San Jose High School and Silver Creek) with 10' buffer zones each side for visibility
- signage for rules and regulations, interpretive/educational, directional, trail map, safety and other information.



Section: "special use" area

The following chapter outlines the concept for the Coyote Creek signage program via a narrative description of general signage standards and concept sign illustrations with alternative designs. Three alternative concepts of sign “families” with different character themes are illustrated:

- Simple
- Architectural (Craftsman)
- Thematic

These are conceptual examples of a “vision” of what may be developed for the Coyote Creek Trail signage. Concepts were presented to the Disability Advisory Committee (DAC) and the community at Workshop #3. A summary of their comments are included in this chapter.

Four signage types are illustrated with the themes listed above. These include directional, interpretive, gateway with fence, and major gateway with seating and fencing. Regulatory, safety signage, and trail maps would also be included in the gateway features and along the trail as needed. Trail mileage markers will be developed as part of a citywide “milestone” project. All illustrations of these concepts may be found in the Appendix.

Concept designs for logo signage is also illustrated, in the Appendix. This includes a trail identification logo, directional logo, and a directional street sign.

Further design development of signage features and logos, design review, and fund raising would need to be developed and approved before construction.

### *General Signage Standards*

#### **Overview**

The general signage standards below outline design guidelines for the signage program illustrated the Appendix. The topics addressed below are a narrative description of measures that should be followed during future sign development.

#### **Sign Intent**

Signage along the Coyote Creek Trail should comply with federal, state, County, Caltrans, and local guidelines. Signage concepts illustrated in this chapter are preliminary and would need to be developed in greater detail to verify accessibility accommodation and meet necessary code requirements. These code requirements include following the Santa Clara County Interjurisdictional Trails Committee appendix to the *Countywide Trails Master Plan Update* (1995) entitled *Uniform Interjurisdictional Trail Design, Use and Management Guidelines* (dated April 15, 1999). This County appendix also includes *Trail Design Guidelines* and *Sign Guidelines*.

Where feasible, the trail design should recognize the intent of the American With Disabilities Act (ADA) and should emphasize accessibility for everyone. The Coyote Creek Trail is a Santa Clara County-wide sub-regional trail route and should be identified and designed as such. Signage along the Coyote Creek trail should seek to:

- provide trailhead landmarks or gateway features that identify the trail and encourage trail use
- provide directional, regulatory, interpretive, mileage markers, and allowable user signage for safety and educational outreach for trail users
- be made accessible and readable to persons of special needs (including provisions for improved visual and tactile readability)
- designed and located along the trail to promotes ease of use and not obstruct circulation on the trail

### Sign Readability

Design incorporating large text sizes, addition of Braille text, contrast of text with sign background, and limited height of text on the structure can help assist in the readability of signage.

- **Color.**
  - o A high contrast of lettering with background of sign should be used for ease of readability, either light characters on dark background or vise versa.
  - o Striping on sign posts or banding

on the base of gateway features should be featured to help call attention to the structure, to avoid undesired collisions and help provide visual cues for signage location.

- o Matte or non-glare finish should be used on letter and numerical characters and background for viewing.
- o The following sign type and color combinations are recommended for County trails:
  - o Stop or prohibition: white letters, red background.
  - o General warning: black letters, bicycle yellow background.
  - o Regulatory signs: black letters, white background.
  - o Warning or guidance in construction and maintenance zones: black letters, orange background.
  - o Services information and allowable use signs: white letters, blue background.
  - o Guide and information signs related to points of interest of recreational or cultural interest: white letters, brown background.
  - o Route markers, guide signs, and mileposts: white letters, green background.

- **Text Size and Font Type.**
  - o Larger font sizes (than readable typically by those with 20:20 vision) and simple font styles used be used for ease of readability.
  - o Sans serif or simple serif type is suggested.

- o Letters and numbers on signs shall have a width-to-height ratio between 3:5 and a stroke-width-to-height ratio between 1:5 to 1:10.
- o Text characters should be sized according to the distance from being viewed, particularly to interpretive signage and regional maps at trail entries, where more information is being depicted, verses regulatory signage with just text.
- **Height of Text on Structure.**
  - o Text and graphics should be comfortably viewed from a seated or standing vantage point.
  - o Interpretive signage should be a podium style structure, to provide viewing of the sign.
  - o Directional or informational text over 80 in. in height above the floor should be 3 in. in height font size, with uppercase letters.
  - o Braille signage should be included at the bottom edge of rules and regulations, interpretive/ educational, trail maps and safety signage, if feasible.
  - o Optimum vertical clear distance from the ground plane to the base of graphics and text is 1 foot six inches minimum, for a vertically oriented sign or graphics on a bollard. See the *County Interjurisdictional Guidelines, Trail Design Guidelines*.

### Logo Format

The trail logo should be circular in shape, simple in style and relating specifically to the Coyote Creek Trail. Minimal, yet contrasting colors and a visually eye-catching border could help identify the trail with a simple icon or a graphically unique logo.

These graphic rules of thumb should be translated into a relating sign palette including on-street directional street signs and directional logos. Directional street signage could be triangular in shape so that the shape of the sign itself helps illustrate the direction of the trail alignment. A directional logo could be circular with a thematic logo arrow in the center and the name of the landmark (library, restroom, etc.) noted.

The trail logo should also include the County of Santa Clara logo band, a circular blue band with white text. This states “Santa Clara County – Countywide Trail System” and the name of the trail. In the center of the blue band is the trail specific logo. Dimensions and guidelines are outlined in the County Interjurisdictional Guidelines.

### Location of Sign Structures

Mounting sign posts and bollards for mile markers, directional signs, allowable use signs and other single sign regulatory or safety signs should be optimum 3 feet six inches from the edge of the trail.

The trail shoulder should have an optimum 8 foot height vertical clearance, without encroachment from signage.

Mounting location for Major Gateway with Bench, Gateway, and Interpretive signage should be accessible so that a person may approach within 3 in. of sign without encountering protruding objects or standing within the swing of a gate.

Trail signs should be in clear view from an optimum 100 feet. For sight lines less than 100 feet on curves, densely vegetated areas, or around buildings or hills safety signs and reduced speed signs should be considered.

Trail nodes off of the main trail should be accessible (including benches, signage gateway structures, and interpretive signage) without encroaching on the width of the trail.

At trail segments meeting accessibility guidelines, an International Symbol of Accessibility (ADA) should be identified at the primary entrance and every major junction of the accessible route. Distances of this route should also be labeled. (Trail accessible route definitions and guidelines are outlined in the County Interjurisdictional Guidelines.)

### Detectable Warnings and Paving Cues

*On the Trail.* Awareness strips outlined by the Santa Clara Valley Water District *Coyote Aesthetic Guidelines*, dated December 23, 2000, (a 6 in. wide concrete band with imprinted text across the full width of a paved trail) should be utilized at approaches to trail intersections, trail staging areas, street intersections, and at areas of trail interpretive and gateway signage. Strips are typically located 16 feet from the location being identified. This item is a visual and textural cue for a change in the path.

*At Trail Heads and Staging Areas.* Special paving and textural cues should be used to identify plaza areas, help to guide trail users to the start of the trail alignment itself and enhance to overall appearance and character. Regulatory signs and signs in the pavement should also be utilized to provide visual cues to trail users that the trail is ending at the street. A concept plan of this trailhead concept is illustrated later in the chapter.

### Vandalism Deterrent and Ease of Repair/ Preventative Maintenance

"All trail structures should be designed to be as vandal-proof as possible. Rounded framing members and recessed bolt heads and other hardware should be used for safety." (p 24, *Uniform Interjurisdictional Trail Design, Use and Management Guidelines*, dated April 15, 1999)

To help deter the potential for vandalism to sign structures, high quality materials; detailed, sturdy construction methods; and long-lasting materials should be used. This will help ensure stability of the structure and help prevent frequent repair in the long-term.

Porous materials such as rock, stone, brick, concrete, and wood should be painted with several coats of sealant or epoxy to help with preventative maintenance to stop the penetration of spray paint. These clear coats of sealant can often enhance the appearance of the natural materials, such as wood or stone.

The City's anti-graffiti program should be contacted for input on final sign structures before final design.

Strategic planting could serve as a deterrent to vandalism but will have a higher cost of maintenance. Plantings, if provided, should not impede or encroach upon the accessibility to persons of special need.

- *Please note that minimal horizontal clearing width should not be less than 3 feet 6 inches from the outer edge of the trail. Minimum vertical distance from overhanging branches or bridge under crossings should be 12 feet.*

### Opportunities for Public Art

The City's public art program should seek out opportunities for custom pieces, including signage, along the trail. This might include the following features:

- design of a coyote sculpture on a gateway podium
- decorative signage panels on the sides and backs of and gateway structures
- ground plane map at trail head and staging areas
- feature near the confluence junction of Coyote Creek and Lower Silver Creek
- a mosaic of the river system under the Highway 280 underpass
- interpretive signage themes, layout, and illustrations
- graphic design of signage panels, trail maps, brochures, and educational material for school groups.

### *Sign Themes and Community Input*

#### **Overview**

The three themes presented to the DAC and the community have common design elements within that thematic "family". These common elements are outlined as follows:

#### **Simple**

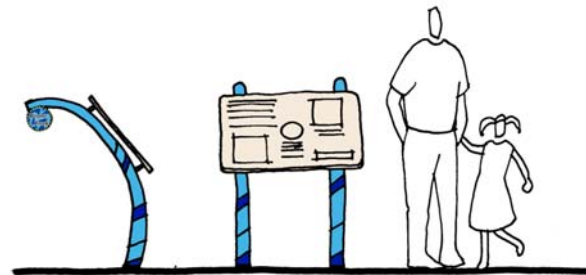
- bent metal posts with one curve
- painted striping with multi-color banding on posts
- curved edges on cantilever signs
- logo emblem near the top of all sign posts
- gateway structures related; single post and double post design

#### **Architectural (Craftsman)**

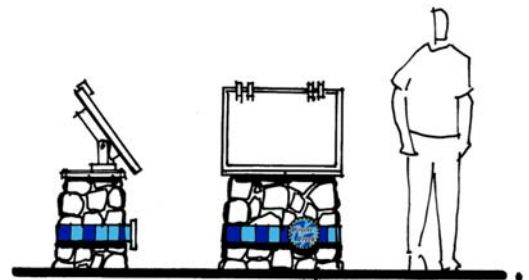
- materials to reflect the Craftsman architecture of the neighborhood, including stone base, wood columns, and decorative trellis
- banding with logo at the base
- tapering shapes to celebrate the ground and the sky, similar to Craftsman style, i.e. wider at the base and at the skyline
- layered trellis features with tapered ends

#### **Thematic**

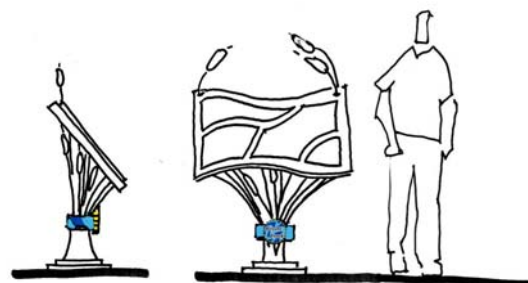
- custom, organic "reed" sign base from metal to reflect riparian habitat
- colored banding around the base
- logo graphic at base
- opportunity for other "theme" pieces, i.e. tree stump, industrial base, etc.
- three dimensional sculptural element



*Simple: Interpretive Sign*



*Architectural (Craftsman): Interpretive Sign*



*Thematic: Interpretive Sign*

### **Overview of Committee and Community Insight**

Concept designs for logos, major and minor gateways, gateway with fence, gateway with fence and seating, directional, and interpretive signs were presented at the DAC and the public. These are found in the Appendix. The DAC desired additional accessibility features and textual cues. The community sought more organic, natural signage pieces that should be implemented from a "grassroots" effort in collaboration with the City.

### **DAC Committee Insight**

The Disability Advisory Committee (DAC) added insight for accessibility and readability for persons with varying needs. Tactile elements, visual elements, and textural changes in the pavement and on signage are desirable. Fencing crossing halfway (one trail lane width) across the trail at intersections of roads or trail heads are a positive element. This provided added warning, to trail users, to a change in circulation and slows speeds.

Pavement additions of warning strips or "awareness" strips across the trail at trail intersections, interpretive nodes, or approaching trail heads would help provide a visual and tactile cue for a change in the trail, i.e. pavement striping, color variation, textured score marks or material change. Trail, directional, and user logos on bollards and gateway fencing across the trail are an asset, as well as a curved directional post adjacent the trail shoulder; a visible feature as a distinctive shape.

In addition to a vertical landmark feature, such as a podium with an animal sculpture, a similar feature in the pavement should be considered adjacent to it to provide a tactile experience if the landmark is not approachable. A bronze plaque or mosaic in the pavement are a few examples. Also, lighting of trail signage, i.e. at trail heads, should be considered on a case-by-case basis to help aid the visually impaired.

### **Community Insight**

Community input provided a new perspective on the signage palette presented at the workshop. Future sign program development should incorporate the following insight.

The signage themes were redefined. The "Architectural (Craftsman)" theme was desirable, but should only be utilized in distinctively urban areas that related to this architectural palette. The signs could be more refined beyond the "Craftsman" signs illustrated and include County signage and a common element, i.e. banding, logo placement, for signage along Coyote Creek Trail beyond this reach. The "Thematic" sign is a great opportunity for varied designs, such as a sign on a boulder, but should be carefully reviewed by a City authority before implementing. This is to help ensure a high quality piece, that could be enjoyed for future generations. Organic and natural pieces in the open space should help celebrate the "wilder" habitat. One sign theme for the whole trail reach does not seem appropriate, i.e. neighborhood, Watson Park, creekside open space, the signs should change to reflect the segment and its environs.

Community involvement, "grassroots" efforts, and opportunities for public art are desired by the community. These efforts could help encourage community pride and express the uniqueness of the trail, while creating opportunities for multiple generations and varied talented people to collaborate. Getting the children involved, telling community stories, respecting and celebrating the creek habitat, and creating trail amenities that are unique and aesthetically pleasing are a desired goal.

Public art should not be limited to trail signage, but also occur along the trail, i.e. in trail head plazas, trail nodes, or bridges. Partnership with the community for a signage program and public art should be sought. This might help to focus funding towards getting more of the trail built, as well.

### **Summary**

Signage along Coyote Creek should help celebrate the area's unique character, educate people of its history, identity, safety guidelines, blend with the context of the neighborhoods, respect the natural environment, be designed for long-term longevity and ease of maintenance, and be accessible to people of all special needs, where feasible.

A signage program will be developed in greater detail during the master planing and design development of the Coyote

Creek Trail. The signage and logo concepts described and illustrated in this Feasibility Study are a springboard for future signage designs.

## Overview of Costs

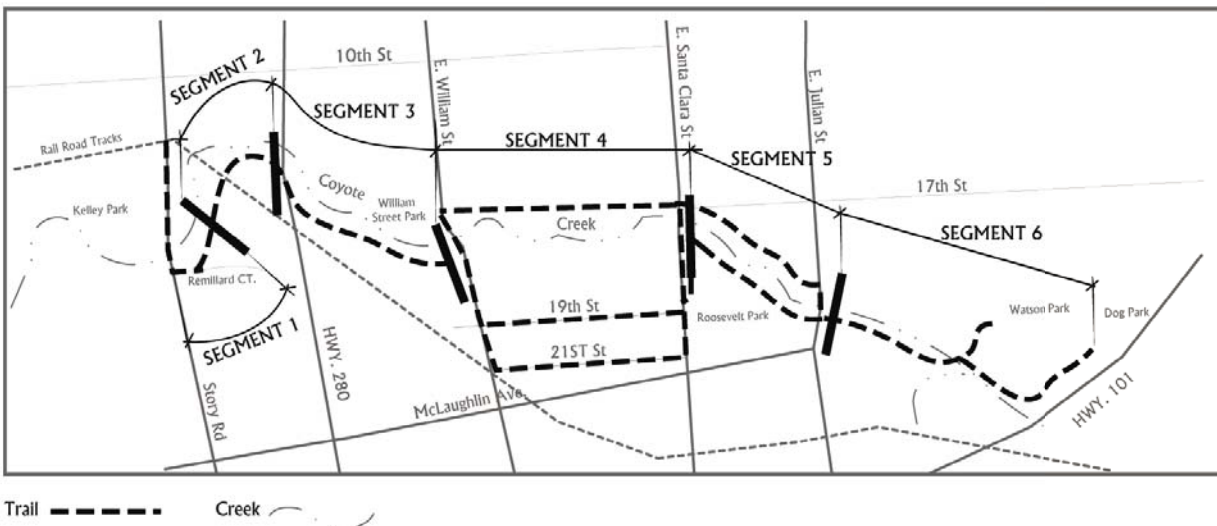
Cost estimates for design and construction have been developed on an order-of-magnitude basis. These cost estimates reflect the proposed trail alignment design as envisioned in this feasibility study. Because the estimates have been developed without the benefit of specific design drawings, they are considered to be preliminary and subject to change.

It should be noted that the cost estimates reflects an individual estimate for a Master Plan for each segment. In reality, all segments would undergo a Master Plan under one planning effort.

The total for the current total estimated cost of implementing this trail reach is \$6.6 million, which provides for a fully functioning trail system.

## Phasing Opportunities

Limited available funding, permitting and other factors require most trail projects of this length and cost to be constructed in phases. The project is broken down into six segments that would likely be constructed independently. The segments are illustrated in the figure below and described in the following cost estimate. These segments directly correlate with the Trail Alignment previously described in Chapter 5.



*Segment Key Map*

prepared for <b>City of San Jose</b>	<b>Estimate of Probable Construction Costs</b> <b>Coyote Creek Trail Alignment Map</b> <b>Summary of Segments 1-6</b>
---	---

prepared for <b>City of San Jose</b>	<b>Estimate of Probable Construction Costs</b> <b>Coyote Creek Trail Alignment Map</b> <b>Summary of Segments 1-6</b>
---	---

	prepared on: 5/10/04 prepared by: WS/RG/BF checked by: BF
--	---

[illegible]

prepared for <b>City of San Jose</b>	<b>Estimate of Probable Construction Costs</b> <b>Coyote Creek Trail Alignment Map</b> <b>Segment 1: Story/Keyes Road to Remillard Court</b>
---	--

prepared on: 5/10/04  
 prepared by: WS/RG/BF  
 checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$2,736.70	\$2,736.70	
2.	Bonding	Allow	2.50%	\$6,841.75	\$6,841.75	
3.	Traffic control	Allow	0.5%	\$1,368.35	\$1,368.35	
4.	Staking	Allow	0.5%	\$1,368.35	\$1,368.35	
						\$12,320.00
<b>B</b>	<b>Demolition</b>					
1.	Clear and grub	9,300	SF	\$0.20	\$1,860.00	
2.	Curb and gutter	1,550	LF	\$5.00	\$7,750.00	
3.	Miscellaneous removals	Allow	LS	\$1,000.00	\$1,000.00	
						\$10,610.00
<b>C</b>	<b>Grading and Drainage</b>					
1.	Trail grading 0-10 cu ft/lf	1,550	LF	\$6.00	\$9,300.00	
2.	Catch basin	2	EA	\$600.00	\$1,200.00	
3.	PVC drain line, 8" (100 l.f./c.b.)	200	LF	\$28.00	\$5,600.00	
4.	Miscellaneous drainage	Allow	LS	\$10,000.00	\$10,000.00	
						\$26,100.00
<b>D</b>	<b>Site Construction</b>					
1.	AC path, 12' wide	850	LF	\$30.00	\$25,500.00	
2.	Decomposed granite shoulder, 2' wide	1,700	LF	\$5.00	\$8,500.00	
3.	Concrete sidewalk	9,300	SF	\$8.00	\$74,400.00	
4.	Curb ramp	2	EA	\$500.00	\$1,000.00	
5.	Curb and gutter	1,550	LF	\$30.00	\$46,500.00	
6.	Striping	850	LF	\$0.50	\$425.00	
7.	Awareness strip	3	EA	\$1,000.00	\$3,000.00	
						\$159,330.00
<b>E</b>	<b>Site Furnishings</b>					
1.	Gateway feature - major	1	EA	\$25,000.00	\$25,000.00	
2.	Directional signage - on street	4	EA	\$250.00	\$1,000.00	
3.	Rules and regulations signage	1	EA	\$250.00	\$250.00	
4.	Miscellaneous signage and milage markers	Allow	LS	\$2,000.00	\$2,000.00	
5.	Trail map	1	EA	\$8,000.00	\$8,000.00	
6.	Bench	2	EA	\$1,200.00	\$2,400.00	
7.	Trash receptacle	1	EA	\$1,000.00	\$1,000.00	
8.	"Mutt Mitt" dispenser	1	EA	\$700.00	\$700.00	
9.	Bicycle rack	1	EA	\$1,000.00	\$1,000.00	
10.	Bollard	2	EA	\$400.00	\$800.00	
11.	Landmark	1	EA	\$11,000.00	\$11,000.00	
						\$53,150.00
<b>F</b>	<b>Electrical</b>					
1.	Point of connection	Allow	LS	\$10,000.00	\$10,000.00	
2.	Parking lot lights at trailhead	1	EA	\$7,500.00	\$7,500.00	
						\$17,500.00
<b>G</b>	<b>Soil Preparation and Fine Grading</b>	15,500	SF	\$0.35	\$5,425.00	
						\$5,430.00
<b>H</b>	<b>Planting</b>					
1.	Hydroseed	15,500	SF	\$0.10	\$1,550.00	
						\$1,550.00
<b>I</b>	<b>Mitigation</b>	(to be determined)				
<b>J</b>	<b>Total of Construction</b>					\$285,990.00
<b>K</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$8,579.70	\$8,579.70	
2.	Inflation (3% over the next two years)	Allow	6%	\$17,159.40	\$17,159.40	
3.	Level of estimate accuracy	Allow	15%	\$42,898.50	\$42,898.50	
4.	Regulatory agency measures	Allow	1%	\$2,859.90	\$2,859.90	
						\$71,500.00
<b>L</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$85,797.00	\$85,797.00	
						\$85,800.00
<b>M</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$10,000.00	\$10,000.00	
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	

prepared for  
**City of San Jose**

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 1: Story/Keyes Road to Remillard Court**

prepared on: 5/10/04  
 prepared by: WS/RG/BF  
 checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
3.	Biological consultant	Allow	LS	\$2,500.00	\$2,500.00	
4.	Design development (master plan)	Allow	3.0%	\$8,579.70	\$8,579.70	
5.	Construction documents	Allow	8%	\$22,879.20	\$22,879.20	
6.	Bidding and construction administration	Allow	3%	\$8,579.70	\$8,579.70	
7.	Testing and special inspection	Allow	1%	\$2,859.90	\$2,859.90	
						\$57,900.00
<b>N</b>	<b>Total Estimated Project Costs</b>					<b>\$501,190.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 2: Remillard Court to I-280**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$6,624.50	\$6,624.50	
2.	Bonding	Allow	2.50%	\$16,561.25	\$16,561.25	
3.	Traffic control	Allow	0.5%	\$3,312.25	\$3,312.25	
4.	Staking	Allow	0.5%	\$3,312.25	\$3,312.25	
						\$29,810.00
<b>B</b>	<b>Demolition</b>					
1.	Clear and grub	30,030	SF	\$0.20	\$6,006.00	
2.	Tree trimming	2,141	LF	\$1.00	\$2,141.00	
3.	Miscellaneous removals	Allow	LS	\$5,000.00	\$5,000.00	
						\$13,150.00
<b>C</b>	<b>Grading and Drainage</b>					
1.	Trail grading 0-10 cu ft/lf	2,141	LF	\$6.00	\$12,846.00	
2.	Miscellaneous drainage	Allow	LS	\$10,000.00	\$10,000.00	
						\$22,850.00
<b>D</b>	<b>Site Construction</b>					
1.	AC path, 12' wide	2,145	LF	\$30.00	\$64,350.00	
2.	Decomposed granite shoulder, 2' wide	4,290	LF	\$5.00	\$21,450.00	
3.	Decomposed granite	6,840	SF	\$3.00	\$20,520.00	
4.	Split rail fending	2,145	LF	\$30.00	\$64,350.00	
5.	Striping	2,145	LF	\$0.50	\$1,072.50	
6.	Awareness strip	5	EA	\$1,000.00	\$5,000.00	
7.	Boulder paving (under I280 overpass)	1,800	SF	\$20.00	\$36,000.00	
8.	Overlook	2	EA	\$15,000.00	\$30,000.00	
						\$242,740.00
<b>E</b>	<b>Bridge</b>					
1.	Prefabricated bridge	140	LF	\$1,500.00	\$210,000.00	
2.	Abutments	2	EA	\$20,000.00	\$40,000.00	
3.	Piles	4	EA	\$10,000.00	\$40,000.00	
4.	Rip rap at abutments	800	SF	\$20.00	\$16,000.00	
						\$306,000.00
	Note: Existing trestle, bridge crossing/railroad modifications not included					
<b>F</b>	<b>Site Furnishings</b>					
1.	Directional signage	1	EA	\$5,000.00	\$5,000.00	
2.	Interpretive signage	4	EA	\$10,000.00	\$40,000.00	
3.	Rules and regulations signage	2	EA	\$250.00	\$500.00	
4.	Miscellaneous signage and mileage markers	1	LS	\$2,000.00	\$2,000.00	
5.	Bench	6	EA	\$1,200.00	\$7,200.00	
6.	Trash receptacle	3	EA	\$1,000.00	\$3,000.00	
7.	"Mutt Mitt" dispenser	1	EA	\$700.00	\$700.00	
						\$58,400.00
<b>G</b>	<b>Soil Preparation and Fine Grading</b>	42,900	SF	\$0.35	\$15,015.00	
						\$15,020.00
<b>H</b>	<b>Planting</b>					
1.	Hydroseed	42,900	SF	\$0.10	\$4,290.00	
						\$4,290.00
<b>I</b>	<b>Mitigation</b>	(to be determined)				
<b>J</b>	<b>Total of Construction</b>					\$692,260.00
<b>K</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$20,767.80	\$20,767.80	
2.	Inflation (3% over the next two years)	Allow	6%	\$41,535.60	\$41,535.60	
3.	Level of estimate accuracy	Allow	15%	\$103,839.00	\$103,839.00	
4.	Regulatory agency measures	Allow	1%	\$6,922.60	\$6,922.60	
						\$173,070.00
<b>L</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$207,678.00	\$207,678.00	
						\$207,680.00
<b>M</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$10,000.00	\$10,000.00	

prepared for  
**City of San Jose**

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 2: Remillard Court to I-280**

prepared on: 5/10/04  
 prepared by: WS/RG/BF  
 checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	
3.	Structural engineer	Allow	LS	\$15,000.00	\$15,000.00	
4.	Biological consultant	Allow	LS	\$2,500.00	\$2,500.00	
5.	Design development (master plan)	Allow	3.0%	\$20,767.80	\$20,767.80	
6.	Construction documents	Allow	8%	\$55,380.80	\$55,380.80	
7.	Bidding and construction administration	Allow	3%	\$20,767.80	\$20,767.80	
8.	Testing and special inspection	Allow	1%	\$6,922.60	\$6,922.60	
						\$133,840.00
<b>N</b>	<b>Total Estimated Project Costs</b>					<b>\$1,206,850.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 3: I-280 to East William Street**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$5,512.40	\$5,512.40	
2.	Bonding	Allow	2.50%	\$13,781.00	\$13,781.00	
3.	Traffic control	Allow	0.5%	\$2,756.20	\$2,756.20	
4.	Staking	Allow	0.5%	\$2,756.20	\$2,756.20	
						\$24,810.00
<b>B</b>	<b>Demolition</b>					
1.	Clear and grub	11,410	SF	\$0.20	\$2,282.00	
2.	Tree trimming	815	LF	\$1.00	\$815.00	
3.	Miscellaneous removals	Allow	LS	\$5,000.00	\$5,000.00	
						\$8,100.00
<b>C</b>	<b>Grading and Drainage</b>					
1.	Trail grading 0-10 cu ft/f	1,815	LF	\$6.00	\$10,890.00	
2.	Miscellaneous drainage	Allow	LS	\$10,000.00	\$10,000.00	
						\$20,890.00
<b>D</b>	<b>Site Construction</b>					
1.	AC path, 12' wide	815	LF	\$30.00	\$24,450.00	
2.	Existing trail modification	1,000	LF	\$25.00	\$25,000.00	
3.	Decomposed granite shoulder, 2' wide	3,630	LF	\$5.00	\$18,150.00	
4.	Decomposed granite	280	SF	\$3.00	\$840.00	
5.	Concrete sidewalk	120	SF	\$8.00	\$960.00	
6.	Curb ramp	1	EA	\$500.00	\$500.00	
7.	Curb and gutter	50	LF	\$30.00	\$1,500.00	
8.	Split rail fencing	815	LF	\$30.00	\$24,450.00	
12.	Striping	815	LF	\$0.50	\$407.50	
13.	Awareness strip	2	EA	\$1,000.00	\$2,000.00	
						\$98,260.00
<b>E</b>	<b>Bridge</b>					
1.	Prefabricated bridge	140	LF	\$1,500.00	\$210,000.00	
2.	Abutments	2	EA	\$20,000.00	\$40,000.00	
3.	Piles	4	EA	\$10,000.00	\$40,000.00	
4.	Rip rap at abutments	800	SF	\$20.00	\$16,000.00	
5.	Bridge modification at William Street	1	LS	\$5,000.00	\$5,000.00	
						\$311,000.00
<b>F</b>	<b>Site Furnishings</b>					
1.	Gateway feature - major	1	EA	\$25,000.00	\$25,000.00	
2.	Gateway feature - minor	1	EA	\$17,000.00	\$17,000.00	
3.	Interpretive signage	1	EA	\$10,000.00	\$10,000.00	
4.	Directional signage	3	EA	\$5,000.00	\$15,000.00	
5.	Rules and regulations signage	2	EA	\$250.00	\$500.00	
6.	Miscellaneous signage and mileage markers	1	LS	\$2,000.00	\$2,000.00	
7.	Trail map	1	EA	\$8,000.00	\$8,000.00	
8.	Bench	2	EA	\$1,200.00	\$2,400.00	
9.	Trash receptacle	1	EA	\$1,000.00	\$1,000.00	
10.	"Mutt Mitt" dispenser	1	EA	\$700.00	\$700.00	
11.	Bicycle rack	1	EA	\$1,600.00	\$1,600.00	
12.	Bollard	2	EA	\$400.00	\$800.00	
13.	Landmark	1	EA	\$11,000.00	\$11,000.00	
						\$95,000.00
<b>G</b>	<b>Electrical</b>					
1.	Security light (I-280)	Allow	LS	\$7,500.00	\$7,500.00	
						\$7,500.00
<b>H</b>	<b>Soil Preparation and Fine Grading</b>	23,300	SF	\$0.35	\$8,155.00	
						\$8,160.00
<b>I</b>	<b>Planting</b>					
1.	Hydroseed	23,300	SF	\$0.10	\$2,330.00	
						\$2,330.00
<b>J</b>	<b>Mitigation</b>	(to be determined)				
<b>K</b>	<b>Total of Construction</b>					\$576,050.00
<b>L</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$17,281.50	\$17,281.50	
2.	Inflation (3% over the next two years)	Allow	6%	\$34,563.00	\$34,563.00	

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 3: I-280 to East William Street**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
3.	Level of estimate accuracy	Allow	15%	\$86,407.50	\$86,407.50	
4.	Regulatory agency measures	Allow	1%	\$5,760.50	\$5,760.50	
						\$144,010.00
<b>M</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$172,815.00	\$172,815.00	
						\$172,820.00
<b>N</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$10,000.00	\$10,000.00	
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	
3.	Biological consultant	Allow	LS	\$2,500.00	\$2,500.00	
4.	Structural engineer	Allow	LS	\$15,000.00	\$15,000.00	
5.	Design development (master plan)	Allow	3.0%	\$17,281.50	\$17,281.50	
6.	Construction documents	Allow	8%	\$46,084.00	\$46,084.00	
7.	Bidding and construction administration	Allow	3%	\$17,281.50	\$17,281.50	
8.	Testing and special inspection	Allow	1%	\$5,760.50	\$5,760.50	
						\$116,410.00
<b>O</b>	<b>Total Estimated Project Costs</b>					<b>\$1,009,290.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 4: East William Street to Santa Clara Avenue**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$1,472.30	\$1,472.30	
2.	Bonding	Allow	2.50%	\$3,680.75	\$3,680.75	
3.	Traffic control	Allow	0.5%	\$736.15	\$736.15	
4.	Staking	Allow	0.5%	\$736.15	\$736.15	
						\$6,630.00
<b>B</b>	<b>Demolition</b>					
1.	AC paving/st. modifications	5,000	SF	\$1.00	\$5,000.00	
2.	Concrete paving/sidewalk modifications	5,000	SF	\$2.00	\$10,000.00	
3.	Curb and gutter	1,000	LF	\$5.00	\$5,000.00	
4.	Tree trimming	Allow	LS	\$10,000.00	\$10,000.00	
5.	Miscellaneous removals	Allow	LS	\$3,000.00	\$3,000.00	
						\$33,000.00
<b>C</b>	<b>Site Construction</b>					
1.	AC paving	5,000	SF	\$2.50	\$12,500.00	
2.	Concrete sidewalk	5,000	SF	\$8.00	\$40,000.00	
3.	Curb ramp	20	EA	\$500.00	\$10,000.00	
4.	Curb and gutter	1,000	LF	\$30.00	\$30,000.00	
						\$92,500.00
<b>D</b>	<b>Site Furnishings</b>					
1.	Directional signage - on street	20	EA	\$250.00	\$5,000.00	
2.	Miscellaneous signage and mileage markers	5	LS	\$2,000.00	\$10,000.00	
						\$15,000.00
<b>E</b>	<b>Electrical</b>					
1.	Light adjustments	Allow	LS	\$1,000.00	\$1,000.00	
						\$1,000.00
<b>F</b>	<b>Soil Preparation and Fine Grading</b>	12,730	SF	\$0.35	\$4,455.50	
						\$4,460.00
<b>G</b>	<b>Planting</b>					
1.	Hydroseed	12,730	SF	\$0.10	\$1,273.00	
						\$1,270.00
<b>H</b>	<b>Mitigation</b>	(to be determined)				
<b>I</b>	<b>Total of Construction</b>					\$153,860.00
<b>J</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$4,615.80	\$4,615.80	
2.	Inflation (3% over the next two years)	Allow	6%	\$9,231.60	\$9,231.60	
3.	Level of estimate accuracy	Allow	15%	\$23,079.00	\$23,079.00	
4.	Regulatory agency measures	Allow	1%	\$1,538.60	\$1,538.60	
						\$38,470.00
<b>K</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$46,158.00	\$46,158.00	
						\$46,160.00
<b>L</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$10,000.00	\$10,000.00	
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	
3.	Design development (master plan)	Allow	3.0%	\$4,615.80	\$4,615.80	
4.	Construction documents	Allow	8%	\$12,308.80	\$12,308.80	
5.	Bidding and construction administration	Allow	3%	\$4,615.80	\$4,615.80	
6.	Testing and special inspection	Allow	1%	\$1,538.60	\$1,538.60	
						\$35,580.00

<b>M</b>	<b>Total Estimated Project Costs</b>					<b>\$274,070.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 5: Santa Clara Avenue to East Julian Street**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$8,640.50	\$8,640.50	
2.	Bonding	Allow	2.50%	\$21,601.25	\$21,601.25	
3.	Traffic control	Allow	0.5%	\$4,320.25	\$4,320.25	
4.	Staking	Allow	0.5%	\$4,320.25	\$4,320.25	
						\$38,880.00
<b>B</b>	<b>Demolition</b>					
1.	Clear and grub	32,755	SF	\$0.20	\$6,551.00	
2.	Tree trimming	1,255	LF	\$1.00	\$1,255.00	
3.	Miscellaneous removals	Allow	LS	\$1,000.00	\$1,000.00	
						\$8,810.00
<b>C</b>	<b>Grading and Drainage</b>					
1.	Trail grading 0-10 cu ft/lf	3,360	LF	\$6.00	\$20,160.00	
2.	Trail grading 20-80 cu ft/lf	420	LF	\$40.00	\$16,800.00	
3.	Catch basin	2	EA	\$600.00	\$1,200.00	
4.	PVC drain line, 8" (100 l.f./c.b.)	200	LF	\$28.00	\$5,600.00	
5.	Miscellaneous drainage	Allow	LS	\$10,000.00	\$10,000.00	
						\$53,760.00
<b>D</b>	<b>Site Construction</b>					
1.	AC path, 12' wide	835	LF	\$30.00	\$25,050.00	
2.	AC path, 8' wide	3,900	LF	\$25.00	\$97,500.00	
3.	Decomposed granite shoulder, 2' wide	5,570	LF	\$5.00	\$27,850.00	
4.	Concrete paving	800	SF	\$8.00	\$6,400.00	
5.	Raised boardwalk with railing	420	LF	\$300.00	\$126,000.00	
6.	Split rail fencing	2,555	LF	\$30.00	\$76,650.00	
7.	Striping	835	LF	\$0.50	\$417.50	
8.	Awareness strip	2	EA	\$1,000.00	\$2,000.00	
						\$361,870.00
<b>E</b>	<b>Bridge</b>					
1.	Prefabricated bridge	140	LF	\$1,500.00	\$210,000.00	
2.	Abutments	2	EA	\$20,000.00	\$40,000.00	
3.	Piles	4	EA	\$10,000.00	\$40,000.00	
4.	Rip rap at abutments	800	SF	\$20.00	\$16,000.00	
						\$306,000.00
<b>F</b>	<b>Site Furnishings</b>					
1.	Gateway feature - major	1	EA	\$25,000.00	\$25,000.00	
2.	Gateway feature - minor	1	EA	\$17,000.00	\$17,000.00	
3.	Interpretive signage	1	EA	\$10,000.00	\$10,000.00	
4.	Directional signage - on street	8	EA	\$250.00	\$2,000.00	
5.	Directional signage	1	EA	\$5,000.00	\$5,000.00	
6.	Rules and regulations signage	2	EA	\$250.00	\$500.00	
7.	Miscellaneous signage and mileage markers	2	LS	\$2,000.00	\$4,000.00	
8.	Trail map	1	EA	\$8,000.00	\$8,000.00	
9.	Bench	1	EA	\$1,200.00	\$1,200.00	
10.	Trash receptacle	1	EA	\$1,000.00	\$1,000.00	
11.	"Mutt Mitt" dispenser	1	EA	\$700.00	\$700.00	
12.	Bicycle rack	1	EA	\$1,000.00	\$1,000.00	
13.	Bollard	4	EA	\$400.00	\$1,600.00	
14.	Landmark	1	EA	\$11,000.00	\$11,000.00	
						\$88,000.00
<b>G</b>	<b>Electrical</b>					
1.	Point of connection	Allow	LS	\$10,000.00	\$10,000.00	
2.	Mid block crossing	Allow	LS	\$15,000.00	\$15,000.00	
3.	Trail head light	1	EA	\$7,500.00	\$7,500.00	
						\$32,500.00
<b>H</b>	<b>Soil Preparation and Fine Grading</b>	4,910	SF	\$0.35	\$1,718.50	
						\$1,720.00
<b>I</b>	<b>Planting and Irrigation</b>					
1.	Trees, 24" box	9	EA	\$250.00	\$2,250.00	
2.	Irrigation modifications	Allow	LS	\$5,000.00	\$5,000.00	
3.	Groundcover	1,520	SF	\$2.50	\$3,800.00	
4.	Hydroseed	3,390	SF	\$0.10	\$339.00	
						\$11,390.00
<b>J</b>	<b>Mitigation</b>	(to be determined)				

prepared for  
City of San Jose

**Estimate of Probable Construction Costs**  
**Coyote Creek Trail Alignment Map**  
**Segment 5: Santa Clara Avenue to East Julian Street**

prepared on: 5/10/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>K</b>	<b>Total of Construction</b>					\$902,930.00
<b>L</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$27,087.90	\$27,087.90	
2.	Inflation (3% over the next two years)	Allow	6%	\$54,175.80	\$54,175.80	
3.	Level of estimate accuracy	Allow	15%	\$135,439.50	\$135,439.50	
4.	Regulatory agency measures	Allow	1%	\$9,029.30	\$9,029.30	
						\$225,730.00
<b>M</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$270,879.00	\$270,879.00	
						\$270,880.00
<b>N</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$10,000.00	\$10,000.00	
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	
3.	Biological consultant	Allow	LS	\$2,500.00	\$2,500.00	
4.	Structural engineer	Allow	LS	\$15,000.00	\$15,000.00	
5.	Design development (master plan)	Allow	3.0%	\$27,087.90	\$27,087.90	
6.	Construction documents	Allow	8%	\$72,234.40	\$72,234.40	
7.	Bidding and construction administration	Allow	3%	\$27,087.90	\$27,087.90	
8.	Testing and special inspection	Allow	1%	\$9,029.30	\$9,029.30	
						\$165,440.00
<b>O</b>	<b>Total Estimated Project Costs</b>					<b>\$1,564,980.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

prepared for <b>City of San Jose</b>	<b>Estimate of Probable Construction Costs</b> <b>Coyote Creek Trail Alignment Map</b> <b>Segment 6: East Julian Street to Watson Park</b>
---	--

prepared on: 6/01/04  
 prepared by: WS/RG/BF  
 checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
<b>A</b>	<b>Project Start-up</b>					
1.	Mobilization	Allow	1.0%	\$12,175.70	\$12,175.70	
2.	Bonding	Allow	2.50%	\$30,439.25	\$30,439.25	
3.	Traffic control	Allow	0.5%	\$6,087.85	\$6,087.85	
4.	Staking	Allow	0.5%	\$6,087.85	\$6,087.85	
						\$54,790.00
<b>B</b>	<b>Demolition</b>					
1.	Clear and grub	52,300	SF	\$0.20	\$10,460.00	
2.	Tree removal	5	EA	\$500.00	\$2,500.00	
3.	Tree trimming	6,430	LF	\$1.00	\$6,430.00	
4.	Miscellaneous removals	Allow	LS	\$10,000.00	\$10,000.00	
						\$29,390.00
<b>C</b>	<b>Grading and Drainage</b>					
1.	Trail grading 0-10 cu ft/lf	1,870	LF	\$6.00	\$11,220.00	
2.	Trail grading 11-20 cu ft/lf	520	LF	\$12.00	\$6,240.00	
3.	Trail grading 20-80 cu ft/lf	1,345	LF	\$40.00	\$53,800.00	
4.	Catch basin	4	EA	\$600.00	\$2,400.00	
5.	PVC drain line, 8" (100 l.f./c.b.)	400	LF	\$28.00	\$11,200.00	
6.	Miscellaneous drainage	Allow	LS	\$10,000.00	\$10,000.00	
						\$94,860.00
<b>D</b>	<b>Site Construction (including Watson Trailhead)</b>					
1.	AC path, 12' wide	3,735	LF	\$30.00	\$112,050.00	
2.	Decomposed granite shoulder, 2' wide	7,470	LF	\$5.00	\$37,350.00	
3.	Decomposed granite	3,280	SF	\$3.00	\$9,840.00	
4.	Concrete paving	17,340	SF	\$8.00	\$138,720.00	
5.	AC paving, parking lot	20,000	SF	\$2.50	\$50,000.00	
6.	Concrete sidewalk	4,620	SF	\$8.00	\$36,960.00	
7.	Curb ramp	2	EA	\$500.00	\$1,000.00	
8.	Curb and gutter	1,370	LF	\$30.00	\$41,100.00	
9.	Chain link fencing, 6'	1,870	LF	\$35.00	\$65,450.00	
10.	Split rail fencing	3,215	LF	\$30.00	\$96,450.00	
11.	Striping	4,000	LF	\$0.50	\$2,000.00	
						\$590,920.00
<b>E</b>	<b>Bridge</b>					
1.	Prefabricated bridge	170	LF	\$1,500.00	\$255,000.00	
2.	Abutments	2	EA	\$20,000.00	\$40,000.00	
3.	Piles	4	EA	\$10,000.00	\$40,000.00	
4.	Rip rap at abutments	800	SF	\$20.00	\$16,000.00	
						\$351,000.00
<b>F</b>	<b>Site Furnishings</b>					
1.	Gateway feature - major	1	EA	\$25,000.00	\$25,000.00	
2.	Gateway feature - minor	1	EA	\$17,000.00	\$17,000.00	
3.	Interpretive signage	2	EA	\$10,000.00	\$20,000.00	
4.	Directional signage - on street	8	EA	\$250.00	\$2,000.00	
5.	Directional signage	2	EA	\$5,000.00	\$10,000.00	
6.	Rules and regulations signage	4	EA	\$250.00	\$1,000.00	
7.	Miscellaneous signage and mileage markers	2	LS	\$2,000.00	\$4,000.00	
8.	Trail map	1	EA	\$8,000.00	\$8,000.00	
9.	Bench	2	EA	\$1,200.00	\$2,400.00	
10.	Trash receptacle	2	EA	\$1,000.00	\$2,000.00	
11.	"Mutt Mitt" dispenser	2	EA	\$700.00	\$1,400.00	
12.	Bicycle rack	1	EA	\$1,000.00	\$1,000.00	
13.	Bollard	4	EA	\$400.00	\$1,600.00	
14.	Landmark	1	EA	\$11,000.00	\$11,000.00	
						\$106,400.00
<b>G</b>	<b>Electrical</b>					

prepared for <b>City of San Jose</b>	<b>Estimate of Probable Construction Costs</b> <b>Coyote Creek Trail Alignment Map</b> <b>Segment 6: East Julian Street to Watson Park</b>
---	--

prepared on: 6/01/04  
prepared by: WS/RG/BF  
checked by: BF

Item #	Description	Quantity	Unit	Cost	Item Total	Subtotal
1.	Point of connection	Allow	LS	\$10,000.00	\$10,000.00	
2.	Parking lot lights	6	EA	\$7,500.00	\$45,000.00	
						\$45,000.00
<b>H</b>	<b>Mitigation</b>	(to be determined)				
<b>I</b>	<b>Total of Construction</b>					\$1,272,360.00
<b>J</b>	<b>Contingencies</b>					
1.	Construction changes	Allow	3%	\$38,170.80	\$38,170.80	
2.	Inflation (3% over the next two years)	Allow	6%	\$76,341.60	\$76,341.60	
3.	Level of estimate accuracy	Allow	15%	\$190,854.00	\$190,854.00	
4.	Regulatory agency measures	Allow	1%	\$12,723.60	\$12,723.60	
						\$318,090.00
<b>K</b>	<b>City Design Management and Construction Inspection</b>	Allow	30%	\$381,708.00	\$381,708.00	
						\$381,710.00
<b>L</b>	<b>Professional Services</b>					
1.	Topographic survey	Allow	LS	\$5,000.00	\$5,000.00	
2.	Geotechnical engineer	Allow	LS	\$2,500.00	\$2,500.00	
3.	Biological consultant	Allow	LS	\$2,500.00	\$2,500.00	
4.	Structural engineer	Allow	LS	\$15,000.00	\$15,000.00	
5.	Design development (master plan)	Allow	3.0%	\$38,170.80	\$38,170.80	
6.	Construction documents	Allow	8%	\$101,788.80	\$101,788.80	
7.	Bidding and construction administration	Allow	3%	\$38,170.80	\$38,170.80	
8.	Testing and special inspection	Allow	1%	\$12,723.60	\$12,723.60	
						\$215,850.00
<b>M</b>	<b>Total Estimated Project Costs</b>					<b>\$2,188,010.00</b>
	<b>Based on drawing entitled "Trail Alignment Map" dated March 15, 2004.</b>					
	The above items, amounts, quantities, and related information are based on Callander Associates' judgement at this level					
	of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,					
	costs and related factors affecting costs, and advises the client that significant variation may occur between					
	this estimate of probable construction costs and actual construction prices.					

### Background

Raising funds for the planning, construction and maintenance of trails can present a significant challenge for local jurisdictions. Fortunately, since 1988, funds for planning and construction of bicycle and pedestrian projects have increased dramatically, primarily through allocations of federal transportation dollars via the Transportation Equity Act for the 21st Century, or “TEA-21” (formerly ISTEA).

The “TEA” legislation provides funds for bicycling and walking facilities via several programs (Congestion Mitigation and Air Quality (CMAQ) Improvement Program; the Recreational Trails Program; the Regional Surface Transportation Program and the Transportation Enhancement Activities (TEA) program. The legislation will likely be reauthorized in 2004-05. (For the purposes of this study, the new bill will be referred to as “T3”). The funds are usually accessed through either having a successful legislative champion to earmark a project or through competitive grant processes via a variety of programs. Please note that receipt of federal funds requires NEPA clearance, in addition to CEQA clearance. Obtaining NEPA clearance does generally require a lot of time to obtain, which should be factored into the timeline of the project. This chapter:

1. Outlines a lobbying campaign;
2. Describes the most probable grant funding sources;
3. Provides two short case studies of funded trails.

### Federal, State and Local Lobbying

The City Council office should enlist the state and federal elected officials as champions who will work with the City to identify every possible funding source. The key components of this campaign will be:

- Coordinating the use of personal contacts of the Council and local trail advocates to lobby state and federal officials;
- Creating as much positive media coverage of the trail as possible;
- And using each funding award to leverage another.

Enlist Federal Representatives as Trail Champions:

- Don’t rely on normal channels, e.g. the City’s lobbyist, to convey the message. A visit from the Mayor or a Councilmember with a personal relationship with the federal elected will make a stronger impression.
- Invite the federally elected officials to tour the project. They will be most likely to do this if there is a positive press opportunity for them. Connect the tour with a press conference around an event such as National Trails Day (June 5).
- Think about elements that might make it more attractive to the elected official, when planning the tour and press event. For example, on the Iron Horse Trail in the East Bay, Rails-to-

Trails Conservancy coordinated an event for Congresswoman Tauscher and was able to use the East Bay Regional Parks District's helicopter to give her an aerial tour of the trail, highlighting its connections to neighborhoods and key destinations.

- Illustrate how the federal funds will help leverage state and local funding.

Enlist your State Representatives as Trail Champions. Enlisting the active support of the City's Assemblymember and Senator will enhance the chances of success with any of these programs, but will be especially important when the economy recovers enough so that budget earmarks "Members Requests" are again possible.

- Conduct a tour of the project with your elected official. Invite the press.
- Keep senior staff in the loop, especially the person who runs the District Office. Educate them about the benefits to the District, and demonstrate the popularity of the trail or surrounding trail program in whatever ways you can.
- Enlist your representatives' support by having them write letters of support for all grant applications.

### Trail Construction Funding Sources

Below is a list of several construction funding sources for which the Coyote Creek Trail would be eligible and competitive. The trail could be phased based upon availability of funding. For example, a particular portion of the trail may serve children on their way to school (Safe Routes to School), whereas another portion of trail may benefit commuters (Bicycle Transportation Account). The sources in CAPITAL LETTERS offer the best probability.

#### *Transportation Funding*

**BICYCLE TRANSPORTATION ACCOUNT:** The Caltrans' administered Bicycle Transportation Account (BTA) provides funds to improve safety and convenience for bicycle commuters. The 2004/2005 cycle provided \$7.2 million to city and county agencies. For fiscal year 2004/05 the maximum amount an applicant may receive is \$1.8 million although it appears that based upon past years, smaller amounts are more common. Most grants are for under \$100,000. BTA funds pay a maximum of 90% of project costs. Eligible expenditures include both planning and construction. Commuter benefits should be well documented.

**How to Access:** For the fiscal year 2004/2005 cycle, Bicycle Transportation Plans (BTP) and BTA applications from local agencies were due to District Local Assistance Offices Monday, December 1, 2003. It can be expected that future deadlines for future cycles will coincide with 04/05.

**Contact:**

- John Brazil, City of San Jose's Bicycle Coordinator  
phone: (408) 277-3771  
e-mail: john.brazil@sanjoseca.gov
- Ken McGuire, Caltrans Bike Facilities Unit  
phone: (916) 653-2750  
e-mail: ken.mcguire@dot.ca.gov

**SAFE ROUTES TO SCHOOLS GRANTS (SR2S):** The SR2S program is a construction grant program that intends to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructure to help children safely access their schools. The program reimburses 90% of project costs, up to \$450,000. Eligible expenses include environmental clearance, preparation of Plans, Specifications and Estimates, right-of-way engineering, appraisal and acquisition and constructions costs and engineering. etc. Up to 10% of the project costs can be used for non-construction related programs or activities related to education, enforcement or encouragement (often referred to as "3E" by school safety and law enforcement officials).

**How to Access:** Caltrans issues the RFP to district offices in spring of each year. May 30 was the deadline for applications in 2003; February 27 was the deadline in 2004. It can be anticipated that a similar deadline will be set for 2005. District offices receive and rank

the proposals before sending for final selection to Sacramento. A jurisdiction, such as the City of San Jose, that applies for several SR2S grants, generally ranks them internally as well.

**Contact:**

- Randy Ronning, Caltrans Safe Routes to Schools Coordinator  
e-mail: randy\_ronning@dot.ca.gov;
- Rich Monroe, District 4 Local Assistance Engineer  
phone: (510) 286-5226

**TRANSPORTATION DEVELOPMENT ACT -ARTICLE 3:** The Transportation Development Act (TDA) of 1971 provides that one quarter cent of retail sales tax is returned to the county of origin for funding transportation improvements in that county. Article 3 of TDA allows RTPA's (MTC) to earmark 2% of the Local Transportation Fund towards bicycle and pedestrian facilities. TDA funds can be used as a match for federal and state grants. The funds must be used within one year of their allocation.

**How to Access:** MTC distributes 70% of funds back to each city and unincorporated area based upon population. The City of San Jose received \$530,000 in 2003-04. The cities then determine how they will spend the funds. The remaining 30% is distributed via the Valley Transportation Authority (VTA) to "Tier 1" projects identified in the Countywide Bike Plan,

updated every ten years. To get on the Tier 1 list, a project must generally be ready for construction and already have a feasibility study completed.

**Contact:**

- John Brazil, City of San Jose's Bicycle Coordinator  
phone: (408) 277-3771  
e-mail: john.brazil@sanjoseca.gov
- Mark Rodin, MTC  
phone: (510) 464-7827

**TRANSPORTATION ENHANCEMENTS ACTIVITIES (TE):** 10% of federal Surface Transportation Funds (STP) funds must be used for transportation enhancements (TE) activities. Bicycle and pedestrian facilities are one of the 12 eligible categories under the TE program. Other categories of potential interest include bicycle and pedestrian educational activities and preservation of abandoned railway corridors for bicycle and pedestrian use, which may apply at some point for the Senter railroad trestle. The Guadalupe River Trail received \$500,000 from MTC's TE funded TLC program.

**How to Access TEA Funds:** TE funds are divided at the state level between the regions and the state as a whole. In CA, regional transportation planning agencies, such as MTC, receive 75% and the state receives 25% for projects that have a statewide significance. MTC divides its in half, with 50% going to Congestion Management Agencies

(Valley Transportation Authority (VTA) in Santa Clara County) program and 50% distributed through its Transportation for Livable Communities (TLC) program.

**MTC TLC Program:** MTC is currently rewriting its guidelines and evaluation criteria and anticipates issuing a Request for Proposals in **April 2004**. In the past, eligible TLC projects have included transportation-related improvements including streetscapes, transit villages, bicycle facilities, and pedestrian plazas. Coyote Creek would be eligible for capital funding under the TLC program. The minimum project cost under the new guidelines is likely to be \$500,000; the maximum \$5,000,000.

**VTA Share:** The VTA will issue its own call for proposals for its share of TE funds, to be distributed as part of the Community, Design and Transportation Program (CDT). The VTA will be doing a call for planning projects this year. The programming cycle for capital projects will be done after that, this winter. The CDT program will focus on projects with good transit connections or transit access improvements.

**TEA Contacts:**

- Rich Monroe, (Statewide Share) District 4 Local Assistance Engineer  
phone: (510) 286-5226;
- Ashley Nguyen, (MTC/TLC)  
phone:(510) 464-7809  
e-mail: anguyen@mtc.ca.gov;

- Celia Chung, (VTA/TLC), Bicycle Program Coordinator, VTA  
phone: (408) 321-5716  
e-mail: [celia.chung@vta.org](mailto:celia.chung@vta.org)

**Hazard Elimination and Safety (HES):**

10% of STP funds must be used for highway safety, including pedestrian and bicycle safety projects on any public road or any publicly owned bicycle or pedestrian trail.

**How to Access:** Each year Caltrans solicits candidate projects from cities and counties. Two lists are created based upon a calculated safety index and upon work type. 25% of the funds go towards Safe Index projects and 75% towards Work type projects. Only approximately 20% of projects are funded based upon funding limitations. Projects must be included in MTC's FTIP as a lump sum line item.

**Types of HES projects:** Installation of street lights at crossings, improving sight distancing, improving curbs etc.

**Contact:**

- Rich Monroe, District 4 Local Assistance Engineer  
phone: (510) 286-5226

**Recreational Trails Program (RTP):**

The RTP provides funds for non-motorized projects and is administered by the State Department of Parks and Recreation. The purpose of the program is to provide development/rehabilitation and acquisition of recreational trails and support facilities, such as trailhead staging areas. This program has provided funding for the Los Gatos Creek Trail. The average award in past years was for \$130,000. A 20% match is required and can be made in cash or in-kind services. Five percent of the 20% must come from local sources such as city, county, state or private sources. Planning can be part of the project but awards are not granted solely for planning.

**How to Access:** The next deadline is October 2004. California's allocation for this grant cycle will be approximately \$3.2 million. About \$2.2 million will be available for non-motorized trails projects. Projects should have completed CEQA at the time of application.

**Contacts:**

- Steve Radosevich, State Parks Office of Grants and Local Services  
phone: (916) 651-8578  
(916) 653-7423  
e-mail [srado@parks.ca.gov](mailto:srado@parks.ca.gov)  
website: [http://www.parks.ca.gov/default.asp?page\\_id=21362](http://www.parks.ca.gov/default.asp?page_id=21362)

**Regional Bicycle and Pedestrian Program Set-Aside:** On December 17, 2003 MTC approved \$200 million in funds for a new Regional Bicycle and Pedestrian Program. Details and guidelines for the distribution of funds are still to be devised. Eligible bicycle projects will likely mostly be those projects identified in the Regional Bicycle Plan that was last adopted by MTC in 2001 and will begin to be updated beginning summer 2004.

No determination has been made yet regarding eligible pedestrian projects.

**Contact:**

- John Brazil, City of San Jose's Bicycle Coordinator  
phone: (408) 277-3771  
e-mail: john.brazil@sanjoseca.gov
- Doug Johnson, MTC  
phone: (510) 464-7846  
e-mail: djohnson@mtc.ca.gov

### Non-Transportation Funding Sources

**Land and Water Conservation Fund:** California's allocation for fiscal year 2004 is approximately \$7.8 million. Approximately \$4.2 million is available for grants to local agencies, 40% for Northern California. Applicants are not advised to apply for more than \$200,000 and there is a 1:1 match requirement. Funds are to be used for acquisition and/or development, not planning. The application deadline is May 3, 2004

*Other funded trails:* While the City of San Jose and Santa Clara County have used this source for parks development (Los Gatos Creek Park, \$204,000; Guadalupe Garden, \$253,780) it is also available for trail development (Santiago Creek Trail, City of Orange.)

**Contact:**

- Albert Ventura, California Dept. of Parks and Recreation, Office of Grants and Local Services  
phone: 916-651-8579  
e-mail: avent@parks.ca.gov

**Habitat Conservation Fund:** The Habitat Conservation Funds provides funds to local governments from the Habitat Conservation Fund Grant Program under the California Wildlife Protection Act of 1990.

\$2 million is available under the program. Cities counties and districts are eligible to apply. The HCF Program requires a dollar for dollar match from a non-state source. Eligible categories for 2005/06 include wetland, riparian, trails/programs, anadromous fish and trout projects. The trail at the confluence of Silver Creek and Coyote Creek may be fundable under this program.

**Contact:**

- California Dept. of Parks and Recreation, Office of Grants and Local Services  
phone: (916) 653-7423

## Best Funding Options

The following table lists the most probable funding sources for the funding of the trail. The sources in CAPITAL LETTERS have provided the most funding for local trail projects.

Coyote Creek Construction Funding Best Options Summary Table			
Source	Due Date	Planning (P) Construction (C)	Notes
<b>BICYCLE TRANSPORTATION AC-COUNT</b> <a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm</a>	Probably December 1, 2004	P/C	
<b>RECREATIONAL TRAILS PROGRAM</b> <a href="http://www.parks.ca.gov/default.asp?page_id=21362">http://www.parks.ca.gov/default.asp?page_id=21362</a>	October 1, 2004	C	
<b>SAFE ROUTES TO SCHOOLS</b> <a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm</a>	Spring	C	Planning can represent a portion of project costs.
<b>TRANSPORTATION DEVELOPMENT ACT, Article 3</b> <a href="http://www.mtc.ca.gov/funding/claim_forms.htm">http://www.mtc.ca.gov/funding/claim_forms.htm</a>	Determined by the City	C	Preliminary engineering for a project can be included.
<b>TRANSPORTATION FOR LIVABLE COMMUNITIES (MTC)</b> <a href="http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm">http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm</a>	Planning Probably April 2004; Construction to be determined	C/P	Capital grant, likely up to \$5 million in upcoming cycle; Planning Grant up to \$75,000
<b>Community, Design And Transportation Program (VTA)</b>	To be determined.		This is a new program with guidelines still to be developed.
<b>Hazard Elimination and Safety</b> <a href="http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm">http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm</a>	"Later this year"	C	

### Funding Tips

The following list of funding tips was compiled based upon case studies of successfully funded trails in Sonoma County and Whittier, CA. Summaries of the case studies can be found in the Appendix .

1. Complete the Master Plan and environmental documents, including CEQA.
2. Mix and match funding sources. As with all successful trail projects, the Coyote Creek Trail will require a multi-faceted and phased funding strategy. Divide the trail into segments based upon available and appropriate funding.
3. Get local and state officials to champion your effort by familiarizing them with the trail via special visits and requesting letters of support for every grant application.
4. Utilize the media to build public and political support for your trail.
5. Maintain on-going contact with the City's Transportation Department, Bicycle Coordinator and the Valley Transportation Authority Bicycle Program coordinator, so that the City staff may be aware of issuance of appropriate Calls for Projects.
6. Look to parks, recreation and transportation public and private funding sources.
7. Maintain a good record with funders, i.e. complete projects in a timely manner.

Coyote Creek was once a boundary at the edge of the City of San José. It is now an integral part of the City experience and provides riparian habitat, opportunity for environmental education and passive recreation. The creek corridor also provides opportunity as a non-motorized transportation corridor to connect numerous San José neighborhoods with each other. The corridor can be a link to the community, not a dividing landmark.

The proposed alignment plan illustrated in this study presents a vision that is supported by the City, SNI neighborhoods, and the community. The desire to improve the existing trail network with the Coyote Creek trail seeks to achieve the goals of:

- respecting environmental sensitivity with trail alignment
- maintaining respect for private property
- assuring a quality experience by a wide variety of users
- designing the trail in a manner that reduces trail-user conflict
- seeking to help improve trail-user safety
- encouraging trail use and ease of accessibility

and numerous other goals. The City will utilize this study as a tool for more detailed development for the trail's Master Plan. This proposed Master Plan process will include CEQA analysis. This Coyote Creek Feasibility Study will help the City realize the vision for a riparian corridor trail.

### **White Papers**

- History Themes
- Survey Analysis
- Public Access
- Multiple Use Trails: State of The Practice
- Trail Signage
- Successful Trail Funding Studies

### **Signage Program - Concepts**

### **Meeting Minutes**

- TAC Meetings
- Task Force Meetings
- Public Workshops
- Other

### **Relevant Policy and Planning**

### **Acknowledgements**

### History Themes

An investigation was conducted at History San José to identify any interesting cultural or historical events that could serve as the basis for interpretive signage along the trail.

The following is a list of subject matter and references that could serve that purpose.

**Ohlone tribes in the area, included the Thamien or Tamien that lived along the banks of the Coyote Creek, near downtown. The Matalan lived in South County, along the Coyote. The Ohlone lived in small round half-sphere dwellings. Built from redwood and branches.**

*Santa Clara County Harvest of Change; Steven Payne*  
Page 12  
*Windsor Publications, Inc. – History Book Division*  
1987

**San José becomes state's first Capital in 1849, on March 3, 1850 the legislature went to the Coyote with pickaxes and pans for a short-lived "gold rush".**

*Santa Clara County Harvest of Change; Steven Payne*  
Page 133  
*Windsor Publications, Inc. – History Book Division*  
1987

### Photo and reference:

**"the last remaining natural stream system in the Santa Clara Valley,**

*Santa Clara County Harvest of Change; Steven Payne*  
Page 190  
*Windsor Publications, Inc. – History Book Division*  
1987

### **Introduction on Naglee's life, followed by overview of residences in the area.**

*Historic San José – Tales of Naglee Park*  
*A project of the Campus Community Association*  
*Jack Douglas*

**Map of East San José and Beachs Addition (Alum Rock, McLaughlin, William Street, Coyote Creek.**

*Atlas of Santa Clara County*  
Page 41  
1973  
Smith & McKay

**Flood control project undertaken by the Water District – 1936**

*Reflections of the Past*  
*An anthology of San José*  
Page 164

**Coyote Creek is longest river – per Mercury News, also the highest peak in the Santa Theresa Hills.**

Historical Footnotes of Santa Clara County  
Page 61  
1993

**East San José History - 1906 to 1911.**

*see photocopy article*

**East San José was incorporated in 1870**

**Arbuckle's "History of San José"**

**1936 was a big year for Water District flood control efforts.**

*Clyde Arbuckle*  
*Santa Clara County Ranchos, San José*  
1968

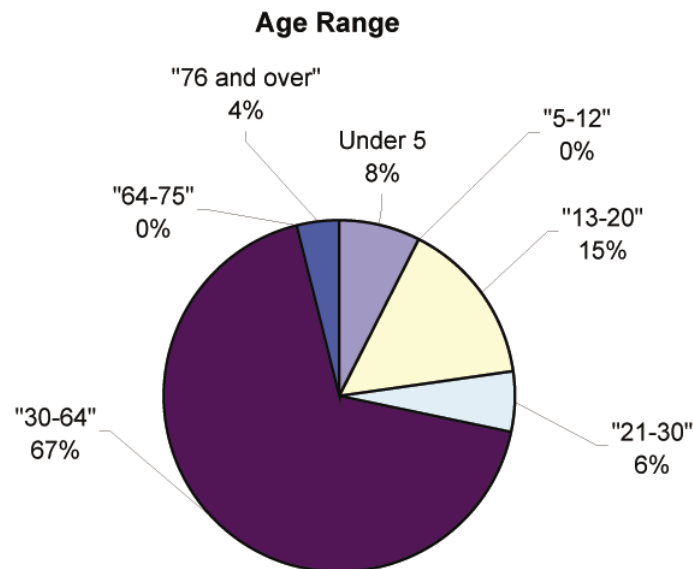
**Gold Rush Politics: California's first legislature. Includes maps, illustrations, and biographical sketches. by Mary Jo Ignoffo; March, 1850, page 78.**

### COYOTE CREEK TRAIL: SURVEY ANALYSIS

As a component of public outreach, a survey was provided to residents, in both Spanish and English. The data received is another way to assure that residents desires and knowledge infuse the project's design. Several hundred surveys were distributed via meetings, libraries and the City's website. Twenty-eight surveys were returned and analyzed.

The survey consisted of twenty-five questions ranging from user's age to whether a cell phone would be carried on the trail. Open-ended questions were asked as well as some that offered response choices. These questions are identified and analyzed below.

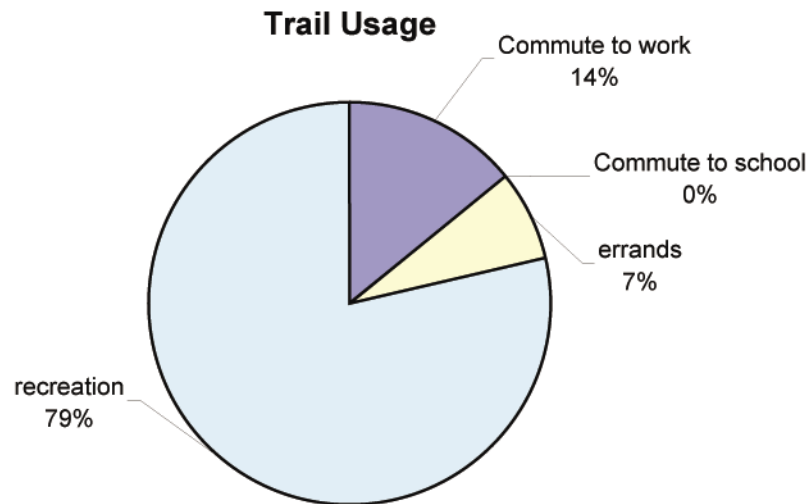
**Age Range:** The age range in years for users surveyed concerning the Coyote Creek trail was under five to seventy-six and older. Sixty seven percent of those surveyed were in the range of thirty to sixty-four years old. Thirteen to twenty year-old users represent fifteen percent of those surveyed. Eight percent of adults surveyed would be enjoying the Coyote Creek Trail with children under the age of five. Residents seventy-six and older represented four percent of those surveyed. The age group five to twelve and sixty-four to seventy-five were not represented with regards to those surveyed. The data set is small and it is assumed that people of all ages would use the Coyote Creek trail.



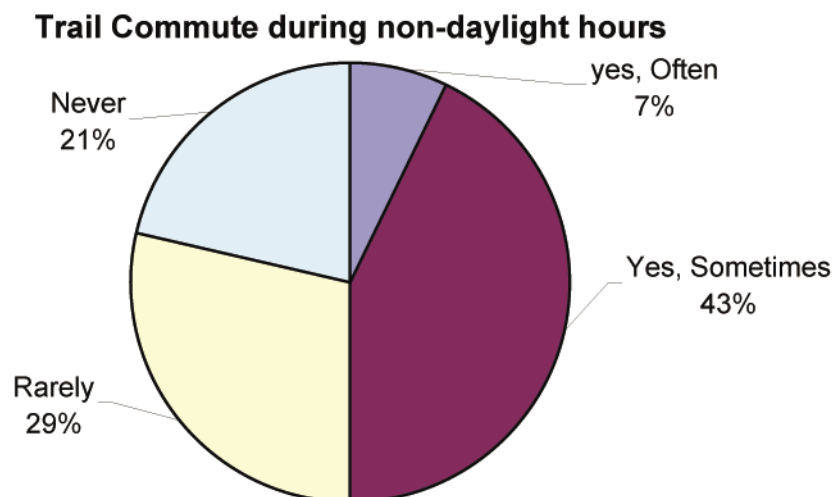
**Gender:** With regards to those surveyed, females represented forty-eight percent while males made up fifty-two percent of the gender composition in households.

**Trail Use:** The survey asked participants what use they most often anticipated using the trail for. Seventy-nine percent of those surveyed revealed that the Coyote Creek trail would be used most for recreation purposes. Fourteen percent would use the trail as a means to commute to work. Seven percent of those surveyed would be utilizing the trail

to run errands. Commuting to school was not represented with regards to those surveyed, although San Jose State University was listed as a destination in a survey.

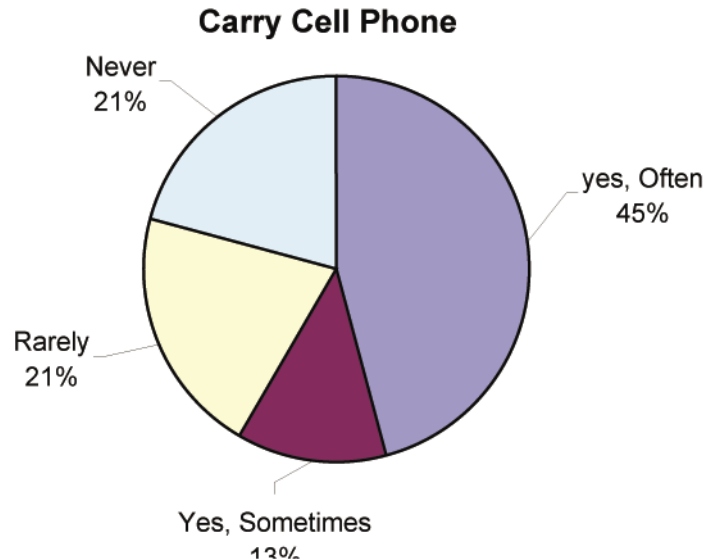


**Commuters:** Those surveyed who anticipated using the trail to commute were asked how often they expected the trail would be used during non-daylight hours. Forty-three percent responded that sometimes it would be necessary to commute at night. Twenty-nine percent and twenty-one percent, respectively, would rarely and never commute on the trail during non-daylight hours. Seven percent believed they would often commute during non-daylight hours. Twenty-eight surveys were returned and only seventeen responded to this question making the data set smaller than the original.

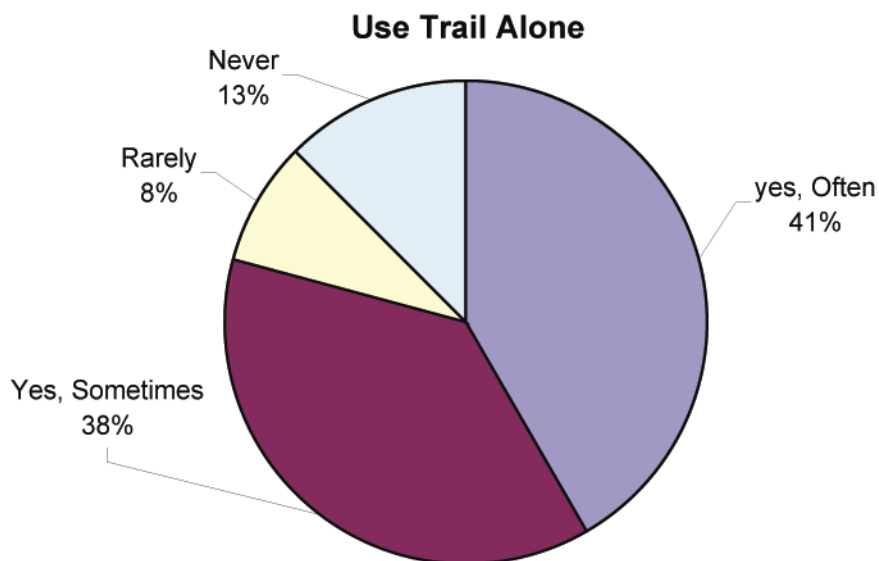


**Cell Phone/Use the Trail Alone?** The surveyed asked the frequency of which a trail user would carry a cell phone while on the trail. This question was designed to help design a safe communication strategy for the trail. Forty-five percent

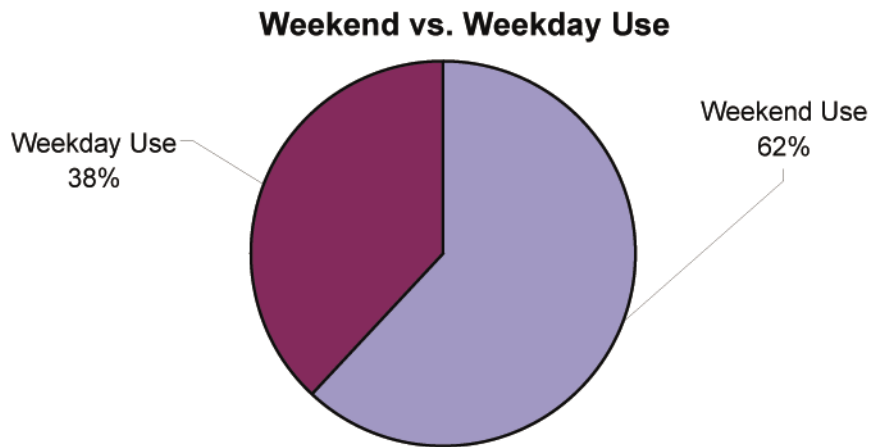
responded that they would often carry a cell phone with thirteen percent replying that sometimes they would have a cell phone. Twenty-one percent answered with never and rarely, respectively, with regards to carrying a cell phone while on the trail.



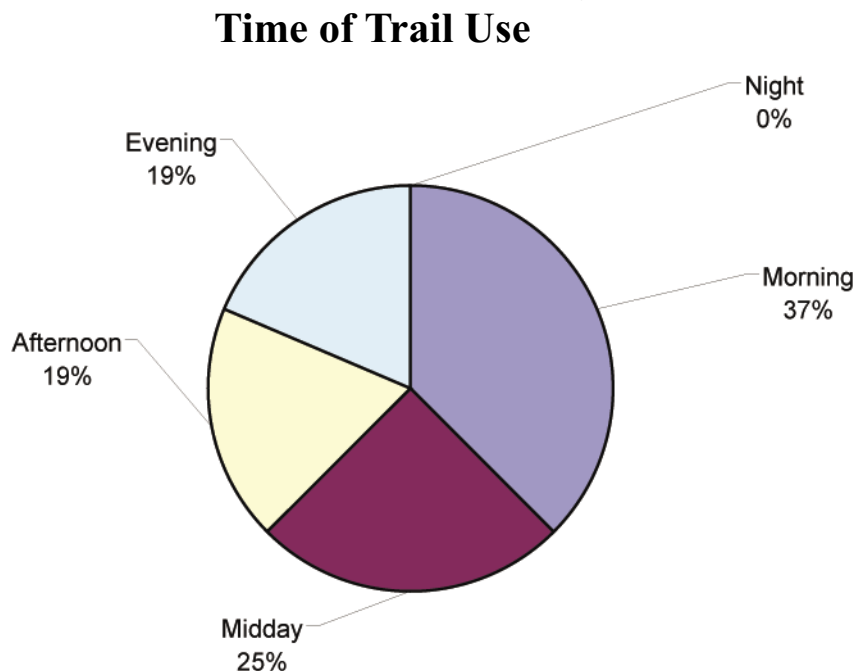
Concerning all survey respondents, forty-one percent expected they would use the Coyote Creek trail alone while thirty-eight percent expected to be alone sometimes. Thirteen percent expected to never use the trail alone and eight percent predicted rarely being on the trail alone.



**Time of Use:** Sixty-two percent of the respondents would be using the trail more on weekends. Thirty-eight percent would be utilizing the trail more during weekdays.

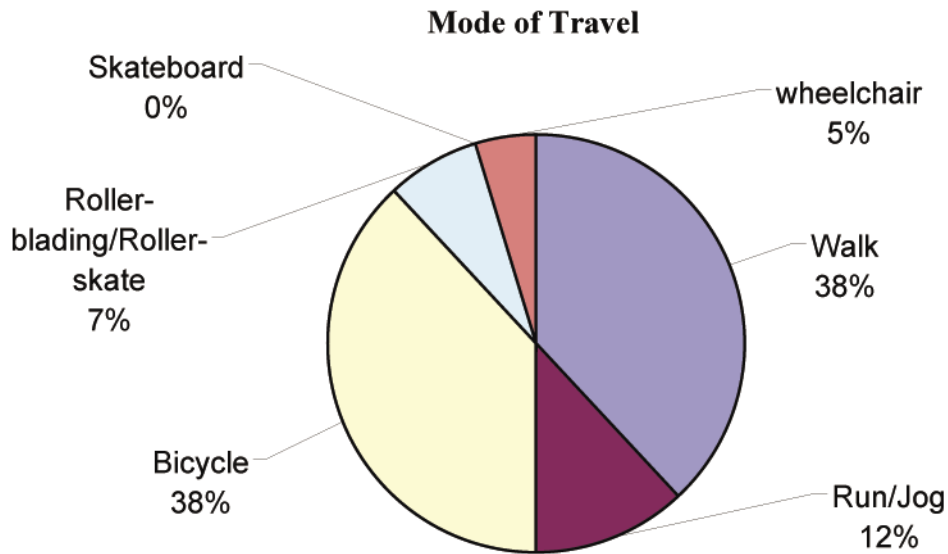


Respondents were asked what time of day they expected to use the trail most. Morning was the most active time for trail use, receiving thirty-seven percent. Midday followed with twenty-five percent. Afternoon and evening each received nineteen percent respectively with zero percent of respondents expecting to use the trail most at night. This does not necessarily mean the trail would not be utilized at night.

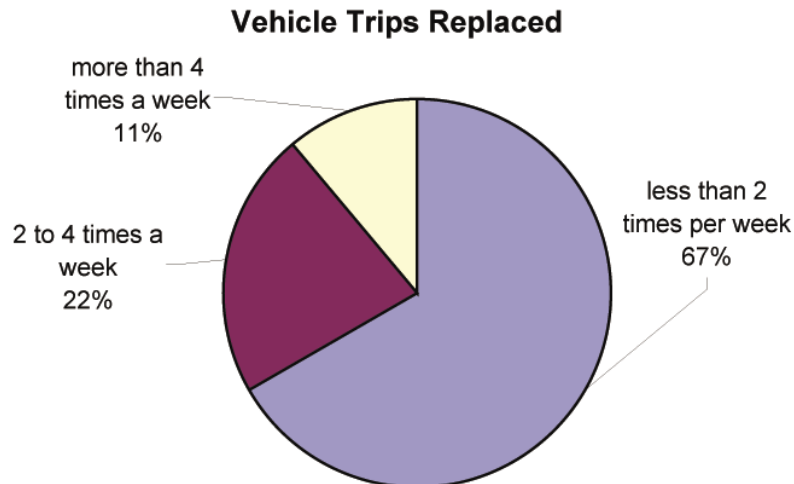


**Public Transportation:** Those who responded to the survey were asked if they expected to utilize the trail with the intention of accessing public transportation. Forty-six percent would rarely access public transportation via the trail and forty-five percent responded they would never use the trail to gain access to public transportation. Nine percent expected to use the trail sometimes for access to public transportation while zero percent of the respondents would use the trail often to gain access to public transportation.

Those who completed the survey were asked what mode of travel was expected most while on the trail. Thirty-eight percent of respondents expected to utilize walking while biking also receiving thirty-eight percent. Running or jogging was the third highest mode of travel with twelve percent. Roller-skating represented seven percent of those surveyed with five percent of the respondents expecting to use a wheelchair. Skateboarding had zero percent representation, although due to the small sample size it would be unfair to assume that those who skateboard would not utilize the trail.



The survey asked how many times a week the trail would replace vehicle trips for the respective household. Eleven percent of those surveyed expected to use the trail more than four times a week as a replacement for their automobile. Twenty-two percent surveyed would use the trail two to four times a week as an alternative to their vehicle. Sixty-seven percent surveyed anticipated using the trail less than two times per week as a substitute for an automobile trip. These are promising numbers concerning reducing traffic and creating safer environments in the area.



### Open Questions

In the following paragraphs, an analysis of open ended questions is provided.

**Nearest Intersection/Preferred Access:** This question was asked to help determine who the primary users would be, and from where they would be accessing the trail.

The intersections and access points named were classified into five neighborhoods including: Spartan/Keyes, University, Five Wounds, Thirteenth, and Almaden Valley.

- One respondent has residence in the Spartan/Keyes neighborhood and prefers access to the trail in this area at South 12<sup>th</sup> Street and Keyes Street,
- Two respondents who live in Almaden Valley would also like access on Keyes Street in the Spartan/Keyes neighborhood.
- Eight respondents live in the University neighborhood and all desire access to the trail in the University neighborhood, with William Street being the most popular desired access point with four responses and a fifth from a non-resident.
- Seven people responded who live in the Five Wounds neighborhood. Five of these people would like to have access in the Five Wounds while one respondent listed Watson, Roosevelt, and William St. Park as all desirable access points.
- Eight respondents have residence in the Thirteenth neighborhood and two would like access on Santa Clara Street and Julian Street respectively, in the Thirteenth neighborhood.
- Three others would like access points in Watson Park.
- San Jose High School is a desired access point by one individual with one other not giving a preference.
- With a data set of only twenty-eight, the surrounding neighborhoods are represented with at least a few respondents but are not representative of the entire area.

**Languages:** The respondents were asked the primary language spoken in their homes. Twenty-two of the twenty-eight respondents reported English as the primary language. Three were bilingual including English/Dutch and English/Portuguese. Russian and Spanish primary languages were each represented by one respondent with one respondent not answering.

**Bus Stops:** 91% of those surveyed responded that they would never or rarely use the trail to access public transportation. This could be due to a number of reasons including the efficiency of public transportation, unfamiliarity, and percentage of automobiles owned. Four people responded when asked which bus numbers or stops would be utilized via the trail. The four responses include: Unfamiliar, Route 73@Kelley Park, Route 22, and hopefully BART.

**Park Destinations:** Those who completed the survey were asked which parks would be destinations when using the Coyote Creek Trail.

- Kelley Park received ten nominations.
- Watson and Roosevelt Park each receiving seven nominations
- William Street Park earned six nominations.
- Hellyer Park, Olinder Park, Happy Hollow Zoo each had two nominations
- The Japanese Friendship Garden, San Jose History Museum, and Municipal Stadium all received one nomination each.

The responses suggests the trail would definitely be used to access Parks.

**Other Destinations:** Possible recreational, school, and miscellaneous destinations were asked of those surveyed.

- The four recreational destinations submitted included: Fitness Center, Ice Center, Spartan Stadium, and Municipal Stadium.
- Five respondents gave school destinations. Two listed San Jose High Academy and Olinder Elementary. San Jose State University received one nomination as a School destination.
- Other destinations offered include: Berryessa Flea Market, personal office, Community Centers, Carnegie Library, Walgreens, and the East Santa Clara Shopping district at 8<sup>th</sup> and 17<sup>th</sup>.
- Some streets and intersections of note include: Story Road/ McLaughlin Avenue, Santa Clara Street, Julian Street/17th Street (Casa Vicky's), Keyes Street/10<sup>th</sup> Street (Market), and Keyes Street/8<sup>th</sup> Street (Bakery).

**Safety Improvements:** The respondents were asked what safety improvements they would like to see on the Coyote Creek trail.

- Nine of the respondents want smooth, wide, paved paths that are handicap accessible with walk and bike lanes.
- Effective lighting during the night was a safety improvement sought by eight others.
- Seven would like to have police call boxes on the trail.
- Three respondents felt it necessary for police patrol and/or surveillance.

- Pedestrian bridges with signage at intersections concerned four respondents, with Saint John Street/18<sup>th</sup> and Watson Park being specified.
- Respecting private property and privacy as well as illegal activity is a concern of three respondents.
- Two respondents who hinted at using leashes for pets while on the trail addressed environmental safety regarding pets and wildlife.

### **Recreational Improvements:**

- Nine respondents suggested trash-cans and dog waste bags.
- Restrooms came in second with seven respondents wanting them available on the trail.
- Six respondents would like to see signage with upcoming destinations and travel distances.
- Picnic and rest areas with benches were improvements wanted by five of the respondents.
- Three respondents mentioned the recreational improvement a par course would add along the trail.
- Three others wanted natural landscaping with no artificial lighting.
- Another three would like to see nature observation stations and study areas.
- Two respondents would like a cleaner Coyote Creek.

**Themes:** In order to develop attractive interpretive elements and gateways, the survey asked for possible themes for the trail.

- Animal themes were mentioned the most. Themes included raccoons, opossums, skunks, deer, fish (salmon), foxes, coyotes, frogs, ducks, and white egrets.
- Seven respondents listed architecture and neighborhood buildings as possible themes. Some architectural styles listed include: Victorian, Arts & Crafts/Craftsmen, Art Nouveau, and Art Deco. Buildings mentioned by respondents include: San Jose History Park, Gateway to Backesto Park at 13th and Empire, Alum Rock Park, Craftsman & Bungalow houses, Hotel St. Claire on Plaza de Cesar Chavez, Bank of America Building on 12<sup>th</sup> Street and 1<sup>st</sup> Street, Saint Joseph's Basilica, Old Post Office (SJMOMA), Howard Gates House at 62 South 134<sup>th</sup> Street, Saint James Square (Main Post Office, Scottish Right Temple, etc.).
- Six respondents mentioned plants as a theme for the Coyote Creek trail. Some suggestions include Native Blackberry, Ceanothus, Plumbago, Willow, Prossy Willows Watercress.
- One respondent insisted on having no new Sycamore trees.
- The Fourth of July Parade received two suggestions for a theme along the trail.

- Other themes mentioned include
  - Educating, understanding, and protecting the environment including water travel
  - San Jose history and Spanish/Native American history
  - Neighborhood associations
  - Bark in the Park celebration
  - Old East “Pigtown”
  - An original race track near the Coyote Creek.

**Other Comments:** Other comments included:

- Connecting the North bridge in William Street Park to a new South bridge creating a loop that would be more pleasing to users.
- A trail to the San Francisco Bay was suggested as well as using the trail for environmental education projects.
- One individual believes that the trail should be close to the Coyote Creek while another wants the trail away from the banks of the Coyote Creek.
- A respondent would like the trail to connect to light rail transportation as well as shopping areas.
- Another would like the trail to not be paved, (in contrast with most other respondents)
- Dog friendly areas and keeping flood plains intact were also mentioned individually.

### **Topic: Public Access**

### **NO. 3**

### **Theme: Alignment**

#### **Background**

*Concern: Need to justify in report if any creek frontage is not available to the public (between William and Santa Clara)*

A strong rationale for development of the Coyote Creek Trail is the City's goal of providing urban residents with an opportunity to interact intimately with the natural environment. Riparian corridors offer a unique opportunity to witness natural cycles—from observing visiting birds to observing the natural fluctuations in a stream's hydrology. Design the trail to preserve the natural characteristics of the creek riparian corridor. This goal must continually be balanced with the goals of preserving the environmental quality of a corridor and with preserving the rights of property owners adjacent to such corridors. The City's Riparian Policy is the guiding document and reflects the City's commitment to preserving riparian habitat and surface water quality.

During public comment, some residents expressed concern that the entire corridor would not be made accessible through the development of the Coyote Creek Trail. Residents referred to the California Coastal Act as a possible rationale for providing access to the creek's shores.

#### **Discussion**

Staff investigated existing policies affecting the decision to place the trail immediately adjacent to the creek or in some cases away from the creek and on adjacent roads. The major policy documents influencing such decisions include;

- Public Trust Doctrine
- California Coastal Act
- Santa Clara County Countywide Trails Master Plan Update
- City of San Jose Riparian Policy;

#### **Solution**

To be developed with input from TAC members.

#### **Research**

Staff researched the policy documents that guide development along the valley's waterways.

### *Public Trust Doctrine*

#### **Background**

The public trust doctrine is a common law doctrine that holds that navigable waters and the lands underlying them are to be held in trust for the public for certain purposes. Those purposes have generally included navigation, fishing, and protection of the environment. They have also sometimes been interpreted to include water-based recreation, such as boating. Such lands cannot, generally, be bought or sold. Section 4, Article X, of the California Constitution expresses the doctrine as such:

“No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay, inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people thereof.”

In California, the State Lands Commission (SLC) holds jurisdiction over such lands. According to the SLC, one of the guiding principles of the doctrine is “use of trust lands, whether granted to a local agency or administered by the State directly, are generally limited to those that are water dependent or related, and include commerce, fisheries, and navigation, environmental preservation and recreation... Public trust lands may also be kept in their natural state for habitat, wildlife refuges, scientific study, or open space. Ancillary or incidental uses, that is, uses that directly promote trust uses...or that accommodate the public’s enjoyment of trust lands are also permitted.”<sup>1, 2</sup>

#### **Application**

Although Coyote Creek may, under liberal interpretations, be considered a navigable water of the United States and thus be subject to the doctrine, access to such a resource for non-water dependent purposes via non-trust lands would not likely be upheld in a court of law. The lands held in trust generally include only those lands underneath the water resource, and not those adjacent to it. Furthermore, where access to the water is considered essential to the public trust, such access may be required. However, due to the fact that the creek is accessible along much of the trail, and only inaccessible along segments, it is highly unlikely that enforcing the Public Trust Doctrine would be upheld by any courts. Furthermore, the City’s Riparian Policy provides for protection of the environmental qualities guaranteed by the Public Trust Doctrine. And, lastly, the Public Trust Doctrine permits the use of public trust lands for recreation and enjoyment, but it generally does not require it.

### *The California Coastal Act*

#### **Background**

The California Coastal Act (California Public Resources Code § 30000 et seq) was “enacted by the State Legislature in 1976 to provide long-term protection of California’s 1,100-mile coastline for the benefit of current and future generations.”<sup>3</sup> Section 30001.5 specifies that one of the key goals of the legislation is to “Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.”

#### **Application**

The CCA only applies to inland or upland waters where the use of such waters is necessary to support coastal recreational uses. Access to Coyote Creek does not fall within the purview of the CCA.

### *The Santa Clara County Countywide Trails Master Plan: “A Landowner’s Guide to Trail Easement Dedications”*

#### **Background**

As part of the *Santa Clara County Countywide Trails Master Plan Update*<sup>4</sup>, the county provided policies and guidelines as to how and when an easement through private lands for the purpose of trail connectivity may be desirable and/or required. Through the regional trail planning process, it was recognized that two parallel issues would need to be considered: 1) The need to provide public recreation and a non-motorized circulation system; and 2) To assure that such a system was compatible with private landowners use of their own lands.<sup>5</sup> A goal of the master plan was to minimize, where possible, reliance on private lands.<sup>6</sup>

Generally, trails can be implemented through a variety of ways:

- Purchase of lands or some property rights by parks and open space agencies
- Agreements with other public agencies to allow public trails on their lands (e.g. Joint use agreements between the County and the Santa Clara Valley Water District to allow recreational trails around the District's reservoirs and on some of its flood control levees along stream sides where the County accepts the responsibility for building and maintaining the trails)
- Gifts of easements (Easements can also be obtained as gifts from property owners who dedicate them voluntarily because of the public or personal benefits such easements would provide.

- Dedication of Easements (County Parks staff recommends to the appropriate decision makers, primarily the Planning Commission and/or Board of Supervisors dedications of trail easements from private landowners when they develop their land where the future burden created by that development will, in part, be mitigated by the trail and the development is also benefited.)<sup>7</sup>

The County does not require dedications of trail easements when a development involves individual building site approvals; building or remodeling permits; grading permits; minor lot line adjustments.

### Application

The Coyote Creek Trail is identified in the Countywide Trails Master Plan map, is part of the larger sub-regional trail network, and is located within the incorporated area of the County. The City would apply trail dedication policies for any trail implementation measures, including trail easements, if needed. The property owners in this proposed trail alignment reach of the Coyote Creek Trail, include the City, the school district, and the Santa Clara Valley Water District, all of whom have been included in the trail planning process and are assisting the City in trail development along the creek for public access.

### Footnotes

<sup>1</sup> California State Lands Commission [http://www.slc.ca.gov/Policy%20Statements/Public\\_Trust/Public\\_Trust\\_Policy.pdf](http://www.slc.ca.gov/Policy%20Statements/Public_Trust/Public_Trust_Policy.pdf)

<sup>2</sup> The most celebrated recent court case involving the Public Trust Doctrine was the National Audubon Society v. Superior Court, (1983) 33 Cal.3d 419 in which the court applied the public trust doctrine to the water itself rather than limiting itself to the land beneath. By doing so, the court prevented the Los Angeles department of Water and Power from continuing to divert Mono Lake water if the diversion would harm public trust values.

<sup>3</sup> CERES Environmental Law, Regulation, and Policy [http://ceres.ca.gov/topic/env\\_law/cca/summary.html](http://ceres.ca.gov/topic/env_law/cca/summary.html)

<sup>4</sup> Adopted into the County General Plan in 1995.

<sup>5</sup> Santa Clara Countywide Trails Master Plan: A Landowner's Guide to Trail Easement Dedications, page 3

<sup>6</sup> Ibid. p. 5

<sup>7</sup> Santa Clara County's Trail Easement Dedication Policies and Practices, A Joint Report from the County of Santa Clara Department of Planning and Development and the County of Santa Clara Department of Parks and Recreation, Adopted by the County of SA

### **Topic: Multiple Use Trails: State of the Practice**

#### **No. 3**

#### **Theme: Alignment**

#### **Background**

*“...challenges faced by multiple-use trail managers can be broadly summarized as maintaining user safety, protecting natural resources, and providing high-quality user experiences.”<sup>1</sup>*

*“Communication and cooperation between and among user groups enhances the opportunity for enjoyable trail experiences for all users”<sup>2</sup>*

*“Since funding for trails is scarce, we need to find ways of sharing what we do have in a manner which does not infringe upon any one group or groups of users.”<sup>3</sup>*

#### **Twelve Principles for Minimizing Conflict**

Trails are increasingly becoming a sought after amenity in urban, suburban and rural communities throughout the United States. Once built, they can be expected to attract large numbers of diverse users. Even trails that are limited to non-motorized uses (except the use of electric wheelchairs) are subject to conflicts that arise out of the different needs and behaviors of users. The behavior and expected experience of recreational bicyclists, commuter bicyclists, pedestrians, children, wheelchair users, skaters, children, seniors etc. vary greatly. According to a 1994 *“Conflict on Multiple Use Trails: Synthesis of Literature and State of the Practice”*<sup>4</sup> report sponsored by the Federal Highway Administration (FHWA) and the National Recreational Trails Advisory Committee, the “challenges faced by multiple-use trail managers can be broadly summarized as maintaining user safety, protecting natural resources, and providing high-quality user experiences.” To address these challenges, trail managers employ various physical design and trail management tools. The FHWA report summarizes the existing literature and practice on multiple-use trails and proposes a set of 12 principles for minimizing conflict on multiple-use trails. According to the authors, adherence to the principles should help “improve sharing and cooperation on multiple-use trails.”

**1. Recognize Conflict as Goal Interference**

Do not treat conflict as an inherent incompatibility among different trail activities, but rather as a design problem in which different users get in each others way. A variety of users can be accommodated through design, e.g. provide quiet places, off-limits places etc.

**2. Provide Adequate Trail Opportunities**

Offer adequate trail mileage and provide opportunities for a variety of trail experiences. This will help reduce congestion and allow users to choose the conditions that are best suited to the experiences they desire.

**3. Minimize Number of Contacts in Problem Areas**

Each contact among trail users has the potential to result in conflict. As a general rule, reduce the number of user contacts whenever possible. This is especially true in congested areas and at trailheads. Disperse use and provide separate trails where necessary.

**4. Involve Users as Early as Possible**

Identify the present and likely future users of each trail and involve them in the process of avoiding and resolving conflicts as early as possible, preferably before conflicts occur. For proposed trails, possible conflicts and their solutions should be addressed during the planning and design stage. New and emerging uses should be anticipated and addressed as early as possible with the involvement of participants.

**5. Understand User Needs**

Determine the motivations and desired experiences of the present and likely future users of each trail. This “customer” information is critical for anticipating and managing conflicts.

**6. Identify the Actual Sources of Conflict**

Help users to identify the specific tangible causes of any conflicts they are experiencing. In other words, get beyond emotions and stereotypes as quickly as possible, and get to the roots of any problems that exist.

**7. Work with Affected Users**

Work with all parties involved to reach mutually agreeable solutions to these specific issues. Users who are not involved as part of the solution are more likely to be part of the problem now and in the future.

**8. Promote Trail Etiquette**

Minimize the possibility that any particular trail contact will result in conflict by actively and aggressively promoting responsible trail behavior. Use existing educational materials or modify them to better meet local needs. Present your information in interesting and understandable ways

**9. Encourage Positive Interaction Among Different Users**

Trail users are usually not as different from one another as they believe. Providing positive interactions both on and off the trail will help break down barriers and stereotypes, and build understanding, good will, and cooperation. This can be accomplished through a variety of strategies such as sponsoring joint trail-building or maintenance projects, filming trail-sharing videos, and forming Trail Advisory Councils.

**10. Favor “Light-Handed Management”**

Use the most “light-handed approaches” that will achieve area objectives. This is essential in order to provide the freedom of choice and natural environments that are so important to trail-based recreation. Intrusive design and coercive management are not compatible with high-quality trail experiences.

**11. Plan and Act Locally**

Whenever possible, address issues regarding multiple-use trails at the local level. This allows greater sensitivity to local needs and provides better flexibility for addressing difficult issues on a case-by-case basis. Local action also facilitates involvement of the people who will be most affected by the decisions and most able to assist in their successful implementation.

**12. Monitor Progress**

Monitor the ongoing effectiveness of the decisions made and programs implemented. Conscious, deliberate monitoring is the only way to determine if conflicts are indeed being reduced and what changes in programs might be needed.

### **Management Techniques**

Management techniques can be grouped into three categories: *Information and Education; User Involvement; Regulation and Enforcement*. Promoting trail etiquette, trail ethics, trail courtesy and trail sharing is an essential component of successful efforts to minimize trail conflict.

Management techniques used most often to overcome conflict-related problems include:

- Information and Education
  - o Signage, including posting of “share the trail” protocol
  - o Brochures articles in newsletters or local newspapers
  - o Bicycle bell give-aways

- User Involvement
  - o Meeting with user groups
  - o Volunteer trail patrols
- Regulation and Enforcement
  - o Police or ranger patrols
  - o Enforcement of regulations
  - o Imposing speed limits
  - o Partial closings

### Physical Design Techniques

Below is a list of trail design, layout and maintenance ideas for minimizing conflict adopted from the FHWA report.

- Trails expected to have heavy use should be at least 10-feet wide with vertical clearances of at least 8-feet (10-feet at overpasses and tunnels.)
- Provide adequate stopping sight distance (the distance required to bring a bicycle to a full, controlled stop, so that bicyclists can avoid conflicts with slower-moving (or stopped) users.<sup>5</sup>
- Provide adequate trail mileage and a variety of trail opportunities. User-conflicts often arise due to the sheer number of users. Providing adequate trails and perhaps different types of trails and facilities will help minimize this conflict.
- Provide separate trail alignments in problem areas where necessary and possible.
  - o For example, the Ojai Trail in Ventura County utilizes a 10-foot wide paved trail for bicyclists and pedestrians and a separate 10-foot wide wood chip trail designed for equestrian use, separated by a 42-inch high wooden fence.
  - o The Venice Beach Trail separates two-way bicycle traffic from two-way pedestrian traffic using a yellow centerline and stamps on the pavement to indicate appropriate uses within each lane.
  - o Many trails include a hard-surfaced trail for cycling and walking with an adjacent dirt trail for running.
  - o The Ohlone Greenway in Albany uses signs at every trailhead with arrows indicating which way pedestrians and which way cyclists should travel.
- Build trails wide enough to accommodate the expected use.
- Paint a centerline on heavily used trails, indicating to users to expect two-way traffic and to adhere to the “rules of the road), i.e. pass on the left.
- Design in adequate sight-distances.
- Build trails wide enough for safe passing, and/or provide pull-out areas for resting and sight-seeing.

*Examples of Use-Separation Strategies on the Ohlone Greenway.*



### Footnotes

<sup>1</sup> Moore, Robert L. "Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of the Practice," sponsored by The Federal Highway Administration and the National Recreational Trails Advisory Committee (1994) FHWA PD-94-031, Executive Summary

<sup>2</sup> Ibid. These quotes were gleaned by Moore from comments made at the Eleventh National Trails Symposium with the theme "Trails for All Americans."

<sup>3</sup> Ibid

<sup>4</sup> Ibid

<sup>5</sup> Flink, Charles A., Kristine Olka and Robert M. Searns. "Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails" 2ed., Rails-to-Trails Conservancy. Island Press, 2001

### **Topic: Trail Signage**

**No. 8**

**Theme: Safety**

### **Discussion**

Because the Coyote Creek trail alignment will have both on-road and off-road trail segments it is important that a signage system be adopted throughout the alignment that serves several objectives, including:

- 🚲 Providing easy trail recognition to promote use of the trail and to make it easy for trail users to know that they are on the trail;
- 🚲 Helping potential trail users locate the trail from adjacent streets;
- 🚲 Increasing safety by informing motorists when they are on the trail or near the trail to expect bicycles and pedestrians and by making it easy for emergency vehicles to locate someone in distress;
- 🚲 Promoting trail etiquette;
- 🚲 Promoting the use of the trail by making it convenient for trail users to find places of interest via the trail;
- 🚲 Providing natural resource, cultural history and environmental interpretation.

To develop a solution, staff researched existing signage systems deployed in other jurisdictions.

### **Solution**

To meet the objectives noted above, the signage system will need to:

- 🚲 Adopt a logo
  - The logo can promote the trail and be easily recognized as the symbol for the Coyote Creek Trail, such as the “Blue Wave” theme used by the Overseas Heritage Trail in Florida or the logo of a group of cyclists used on Berkeley’s Bicycle Boulevards (Figure 1a)
- 🚲 Select an easy-to-see color scheme
  - Utilize the color scheme for all trail signs, such as Berkeley’s purple signs (Figures 1-8)
- 🚲 Use reflective materials for night visibility

🚲 Provide traveler information focused on 7 categories:

1. Identification
2. Destination and Distance
3. Route Guidance
4. Off-Route Wayfinding
5. Street Identification
6. Advance Street Identification
7. Pavement Legends

🚲 On Class I segments, identify names of cross-streets or streets that can be accessed from the trail

🚲 On Class II and III segments, assure that the route still “feels” like a trail by making signage prominent, distinct and perhaps by using pavement legends and traffic calming measures.

🚲 On all signs include: the City’s name<sup>1</sup>, the trail name, and potentially a trail segment name (i.e. Kelley Park to Olinder Park; Olinder Park to Olinder Elementary etc.)

🚲 Consult with the City’s Disability Advisory Committee to assure that signs are accessible to the broadest range of users

🚲 Place rules and regulations signs at each access point and place where potential conflicts seem more likely

🚲 Adopt uniform standards so that the information is easy to access yet doesn’t create clutter

🚲 Provide interpretive signs at locations of interest and where people would be attracted to stop and read them

🚲 Work with the Police Department to identify how the system will interact with their system for locating people in distress

🚲 Determine what information can be provided via signage that would assist users to share responsibility in caring for the trail.

### Research

The research effort focused on existing signage deployment sites. Standards such as Caltrans Chapter 1000 and the Manual on Uniform Traffic Control Devices must be adhered to in designing the signage system..

### Existing Signage Deployment Sites

Three jurisdictions were selected for study.

#### 1. City of Berkeley's Bicycle Boulevards

The City of Berkeley's Bicycle Boulevard signage system was studied because it offers the most comprehensive system. The bicycle boulevards provide sufficient information such that cyclists can use the system as transportation and expect the same level of information as when traveling as a motorist on streets. The system also serves to inform motorists to expect cyclists. It is an original and comprehensive system that uses sign templates designed for the roadways and modifies them in inexpensive ways (color, logo) to serve the boulevard (or trail) system.

#### 2. Ohlone Trail in El Cerrito

The City of El Cerrito was selected because it has implemented a simple system on the single alignment of the Ohlone Trail that serves to orient trail users to cross-streets and surrounding places of interest as well as alert drivers of cross-trail traffic

#### 3. Humboldt Bay's Interpretive Signage Plan

Humboldt Bay's Interpretive Signage Plan was selected as it promotes education and stewardship as a goal of signage. Such a goal is also an element of Coyote Creek trail.

In each jurisdiction, the signs serve as marketing tools that promote trail usership.

### The City of Berkeley, Bicycle Boulevard Signage System<sup>2,3</sup>

"A Bicycle Boulevard, sometimes called a bicycle priority street, is a street where all types of vehicles are allowed, but the roadway is modified as needed to enhance bicycle safety and convenience. Typically these modifications will also calm traffic and improve pedestrian safety."<sup>4</sup>

Although Berkeley's Bicycle Boulevards (BB) are not "Class I" facilities<sup>5</sup>, their design and especially signage in combination with traffic calming measures serve to create a bike facility that is attractive to cyclists (both commuter and recreational) where their perceived and real safety is enhanced. Utilizing such a signage system along the Coyote Creek trail, especially where the alignment will involve on-road Class II or III facilities, would provide continuity, visibility and enhanced safety to the trail design. In Berkeley, the bicycle boulevards are largely on-street facilities, however, in places the system interacts with the Class I Ohlone Greenway that traverses the cities of Berkeley, Albany and El Cerrito.

Two key characteristics of the Bicycle Boulevard signage that provide lessons to the Coyote Creek Trail design are its comprehensiveness and distinction.

### Comprehensiveness

- Berkeley's BB signage system provides everything that one would expect from a vehicle-oriented system. There are eight types of sign/legends used along Berkeley's bicycle boulevards, each with a specific purpose. (See below.)
- Berkeley's BB signs and legends are all highly reflective and designed to be visible at night.
- They are used in combination with traffic calming measures.

*Distinction:* Berkeley's BB sign are all purple with a graphic of cyclists. They are distinct from the City's brown street signs and from Berkeley's and other cities' green or white informational signs. They are noticeable to motorists and cyclists traveling along the boulevards and from adjacent streets.

### Sign Purposes

The eight types of BB signs/legends all have a specific purpose. They are listed below and are described and depicted on the following pages, figures 1-8.

1. Identification
2. Destination and Distance Information
3. Destination and Distance Information (at Boulevard Crossings)
4. Route Guidance
5. Off-Route Wayfinding
6. Street Identification
7. Advance Street Identification
8. Pavement Legend

Below are some examples of Berkeley's signage. Additional photos of Berkeley's Bicycle Boulevard signs can be found at <http://www.ci.berkeley.ca.us/transportation/Bicycling/BB/BicycleBoulevardSignage.html>



Figure 1: Identification Sign



Figure 2: Destination and Distance Information



Figure 3: Off-route Wayfinding Sign

### **The Ohlone Greenway**

The Ohlone Greenway is a 5.5-mile Class I facility that traverses the cities of El Cerrito, Albany and Berkeley. Each city is responsible for its own design, management and maintenance. In El Cerrito, where the trail is mostly a relatively narrow corridor beneath BART tracks, the crossing signs and shared-use signs are particularly useful and provide lessons for the Coyote Creek Trail design. (Such signs are not regularly used in Berkeley or Albany along the Ohlone Trail.)

Many of El Cerrito's crossings are uncontrolled mid-block crossings. Informational signs are directed at both trail-users and crossing motorists. Additional route finding signs are placed along the roadway providing trail users with information about what local places of interest they can access from the trail (such as the Police Station or a Target store.)

along the roadway providing trail users with information about what local places of interest they can access from the trail (such as the Police Station or a Target store.)



Figure 4: An Ohlone Greenway mid-block crossing in El Cerrito with a striped sidewalk, a bicycle crossing sign for motorists, and a sign identifying the Ohlone Greenway for approaching motorists and cyclists.



## Appendix : White Papers

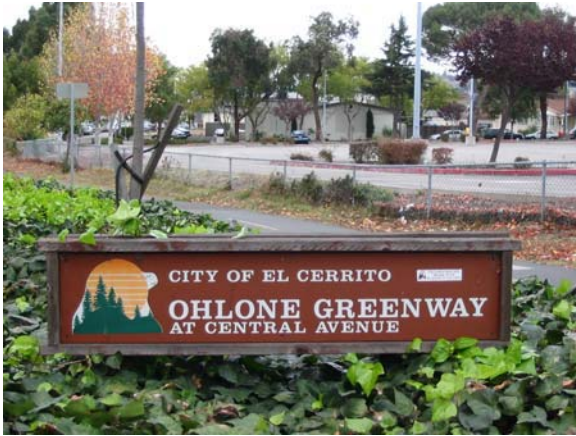


Figure 5: Ohlone Greenway Cross-Street signs at the foot of each segment of trail serve two purposes. They both inform cyclists of the cross-street they are approaching and provide trail visibility and identity to both cyclists and motorists passing by.



Figure 6: The cross-street sign is part of an assemblage of signs at the foot and head of each segment of trail that also includes rules and regulations signs (such as “dogs on leash” and separated use information).



Figure 7: At many places along the Ohlone, pedestrians and bicyclists are separated.

### **Humboldt Bay Interpretive Signing Program**

Access to Humboldt Bay, in Humboldt County, CA, is managed by several different jurisdictions including US Fish and Wildlife Service, the California Department of Fish and Game, the cities of Eureka and Arcata, and Humboldt County. With the goals of encourage safe

and appropriate public access to the bay, promoting inter-agency collaboration, supporting local artists and businesses, and encouraging visitors to gain an overall sense of stewardship for the bay<sup>6</sup>, a signing manual and 17 thematic sign templates were created for all agencies involved to utilize.



Sample Humboldt Bay Interpretive Sign

The templates created for the program all include one of seventeen illustrated borders created by a local artist, a silhouette of Humboldt Bay, a common background color and space for text and graphics to interpret the cultural and environmental features of a particular site. Specific agency logos are included as appropriate. The entire San Jose trails systems could adopt such an interpretive program. Coyote Creek Trail, in particular, could adopt such an interpretive program to provide information about the cultural and natural history of the creek corridor and its surrounding environs as well as to provide

contemporary information about the creek, flood control projects etc.

For more information (and inspiration!), consult the Humboldt Bay Interpretive Signing Program Manual prepared by the Natural Resources Services, Redwood Community Action Agency available at [www.rcaa.org/baysigns/manual/finalpdfs/](http://www.rcaa.org/baysigns/manual/finalpdfs/)

### Additional Sign Design Information:

Below is a table of further information gathered from interviews and research with trail managers.

<b>Jurisdiction/Location</b>	<b>Signage Practice</b>
<i>East Bay Regional Parks Distric</i>	<b>Security Related Signage</b> <ul style="list-style-type: none"> <li>- Need to have signage directing people to call the appropriate police department (w/ phone number). In their area 911 goes to the California Highway Patrol. They direct people to call the Parks District Police Department.</li> </ul>
	<ul style="list-style-type: none"> <li>- Need to have sign post/location sign corresponding to system used by police</li> </ul>
	<ul style="list-style-type: none"> <li>- In regards to safety: <ul style="list-style-type: none"> <li>o Adopt trail ordinance (see EBRPD Ordinance 38 <a href="http://www.ebparks.org/district/ord_38/ord_38TOC.htm">http://www.ebparks.org/district/ord_38/ord_38TOC.htm</a> for suggestions)</li> <li>o Establish Park Watch Program (Trail Hotline) <ul style="list-style-type: none"> <li>➤ Link on Police Website to report conflicts</li> <li>➤ See <a href="http://www.ebparks.org/Police/pwr.htm">http://www.ebparks.org/Police/pwr.htm</a> for information.</li> </ul> </li> </ul> </li> </ul>
<i>Greene County, Ohio</i>	Paints a 12"x12" square in the center of trails and stencils mileage every 1/2 mile. Information is on all brochures and trail info. It is good for users and also good for police and rescue personnel for finding the right location on the trail. Do not use any other emergency signage, other than providing phone numbers for our rangers at the trailheads.
<i>Overseas Heritage Trails, Florida</i>	Blue Wave Theme (for crossings). Very clear system for helping users know when they are on the trail and off the trail.
<i>Pinellas Trail, Seminole County, Florida</i>	Have 4x4 posts with county logo and mile mark every ½ miles
<i>P'tit Train du Nord or Parc Lineaire, Montreal, Canada</i>	Kilometers based signage system--200.0 descending to 0.0. Every sign is in place and all the brochures note the various businesses that are located were at specific mile markers on the Parc Lineaire. <a href="http://www.laurentides.com/anglais/portrait/index.html">http://www.laurentides.com/anglais/portrait/index.html</a>
<i>New Brunswick Trail Council Sign Manual</i>	<a href="http://www.sentiernbtrail.com/En/SignManual.html">www.sentiernbtrail.com/En/SignManual.html</a>
<i>Sign Guidelines for the Los Angeles River and Tujunga Wash</i>	Check with the City of San Jose, Department of Parks, Recreation and Neighborhood Services for a copy.

### Other Resources:

1. Bicycle Signage Guidelines for the Capital District, Capital District Transportation Committee's bicycle and Pedestrian Task Force, 2001
2. Caltrans Highway Design Manual, Chapter 1000 Bikeway Planning and Design, February, 1, 2001
3. East Bay Regional Parks District Signage Guidelines.
4. Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, 1999
5. Manual on Uniform Traffic Control Devices, United States Department of Transportation, Federal Highway Administration, 2003 Edition
6. Trails for the Twenty-First Century: Planning, Design and Management Manual for Multi-Use Trails, 2<sup>nd</sup> Edition, Rails-to-Trails Conservancy

### Footnotes

<sup>1</sup> The City may also choose to include the Department of Parks, Recreation and Neighborhood Services and a contact number or the SNI neighborhood through which the specific segment passes.

<sup>2</sup> The information in this paper is adapted from the City of Berkeley's Bicycle Boulevard Website: <http://www.ci.berkeley.ca.us/transportation/Bicycling/BB/BicycleBoulevard.html> and from personal observation.

<sup>3</sup> A copy of the "Bicycle Boulevard Design Tools and Guidelines" can be obtained at <http://www.ci.berkeley.ca.us/transportation/Bicycling/BB/Guidelines/linkpag.htm>

<sup>4</sup> <http://www.ci.berkeley.ca.us/transportation/Bicycling/BB/BicycleBoulevard.html>

<sup>5</sup> The bicycle boulevards are largely a combination of Class II bike lanes and Class III bike routes.

<sup>6</sup> Humboldt Bay Interpretive Signing Program, Natural Resources Services, Redwood Community Action Agency, Fall 2003. <http://www.rcaa.org/baysigns/manual/finalpdfs/Section1.PDF>

### Successful Trail Funding Case Studies

The following two brief case studies exemplify the complex funding strategies that must be employed to complete a bicycle or pedestrian project. In both of the cases below, funding was assembled for segments of the trail. Although the Coyote Creek trail segment being studied is itself a segment of a larger network, a phasing strategy may nevertheless be desirable to focus funding application on the segment most likely to be funded by a particular funding source and/or due to feasibility and timing issues. For example, the Recreation Trail Program may fund a trailhead; the Habitat Conservation Fund may fund the overlook at Silver Creek; and Safe Routes to Schools may provide funding for the portion of the trail that helps students safely access the high school.

#### *The Joe Rodota and West County Trails, Sonoma County*

The Joe Rodota and West County trails follow former railroad right-of-ways that were abandoned in sections during the 1950s and 1980s. In 1984, the County Board of Supervisors directed the Sonoma County Regional Parks Department to proceed with acquiring the abandoned railroad corridor from Southern Pacific Railroad Company. Since then, the acquisition and development of the trail systems has occurred in ten separate phases and has required the cooperative efforts of several agencies, including: the cities of Santa Rosa, Sebastopol, Sonoma County Regional Parks Department, the departments of Transportation and Public Works, the county Water Agency, Caltrans, the state Department of Fish and Game, and the Sonoma county Agricultural Preservation and Open Space District.

The trails are regional trails that link the cities of Sebastopol and Santa Rosa and the communities of Graton and Forestville. The trail includes such features as a 120-foot long railroad trestle bridge, a 600-foot boardwalk, and bridges that span creeks. It passes through cities, shopping areas and near residential areas, schools and agricultural lands.

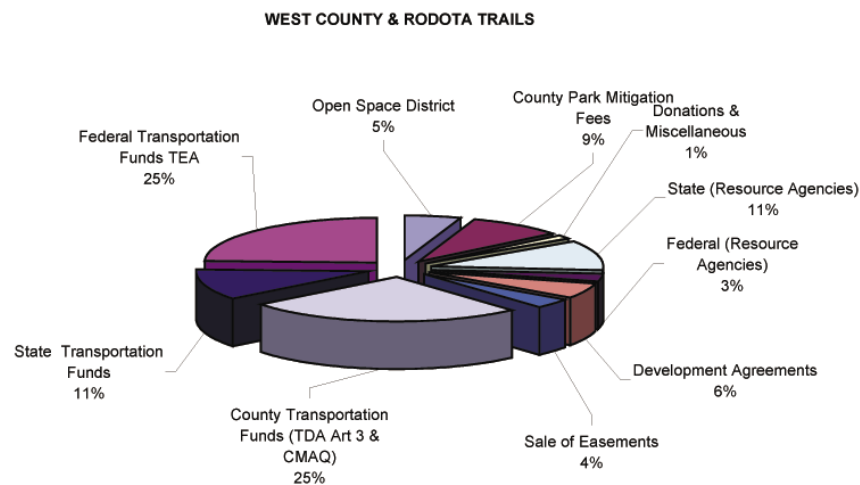
Funding for the trails was assembled from over thirty-five separate sources, with 61% of the funding coming state and federal transportation funds (Transportation Development Act (TDA), Article 3; Congestion, Mitigation and Air Quality (CMAQ) funds; TEA funds etc.) **Figure 1**

Phillip Sales, Sonoma County Regional Parks, Park Planning and Design Administrator, offers ten pieces of advice in regards to assembling the funding necessary to complete a trail. These are as follows:

1. Assume you will never have enough money to build the trail all at one time. Develop a phasing plan based on a realistic financial expectation.
2. Maximize funding leverage – be prepared to mix & match funding. Projects can serve both transportation needs and recreational needs. Identify which phases fall into which need category.
3. Be prepared to remain flexible. Temporary gaps are OK. In the short term go around prob

lem areas. Remember, gaps in trails tend to make more compelling grant candidates.

4. Stay involved with local planning department(s). Look for opportunities to get improvements constructed as part of adjacent developments. The right of way may be able to serve some additional purpose that might benefit the development such as an Emergency Vehicle Access (EVA), drainage easement or an area for landscape screening or even a sound wall. Be prepared to do some “horsetrading”.
5. Develop public awareness and public relations: Open the first section of trail as soon as possible. It is the best advertisement you can have. Explore the natural history of the area, natural and social. Develop ways to maintain communication with the public such as trail dedication events, bike rides, tree planting, trail brochures, and user surveys.
6. Explore possibilities of selling utility easements to pay for trail improvements.  
Find out from utility companies (telephone, water, sewer, gas and electric) about major planned utility projects in your area. Trail corridors are useful rights of way.
7. Maximize the value of local funds. Use local funding as seed money for up front costs such as title reports and appraisals. Use private funding for clearly visible additions to the trail, such as fixed trail maps and interpretive panels. People can see their name or their organizations name as a partner.
8. Develop sustainable partnerships with funders or those in position to recommend funding.
9. Keep to grant deadlines. Do not over commit yourself in an early part of the project.
10. Get out and enjoy your trails!



*Figure 1: The Joe Rodota and West County Trail Funding Pie (Source: Sonoma County Department of Parks and Recreation)*

### The Whittier Greenway

The Whittier Greenway Trail is located along a 4.5 mile abandoned railroad in the City of Whittier, approximately 12 miles southeast of the City of Los Angeles. The City of approximately 85,000 people grew up around the Southern Pacific Railroad spur which was built in 1897 mainly to service agricultural lands. The City acquired the corridor in December 2001 after three years of negotiations with Union Pacific, finally purchasing the corridor for \$3.4 million. (The original appraisal was \$18 million.)

The path parallels Whittier Boulevard (State Highway 72) and provides access to five schools, regional transportation facilities and will eventually connect with other regional Class I bicycle facilities.

The project was planned in entirety, but is being funded and constructed in segments. According to Nancy Mendez, Assistant City Manager, the primary funder, the Metropolitan Transportation Agency (MTA), wanted it constructed in segments to have assurance that the project would actually get built. A bridge became its own segment, as Caltrans retrofit funds became available. Again according to Mendez, the more money they received, the easier it was to get matching funds as funding authorities gained assurance that the project was actually to be constructed.

Design and construction funds essentially came from the same sources. The three largest awards were from MTA's "Call for Projects" in 1999, 2000 and 2001. The City's lobbyist was also successful at getting the project earmarked in Proposition 40 State Park Bond funds. Additional funds have been awarded from Caltrans' Bicycle Transportation Account and Safe Routes to Schools.

**Table 1: Whittier Greenway Sources of Funds**

Source of Funds	Amount
99 TEA (MTA)	\$2,000,000
00 TEA (MTA)	\$2,514,000
01 TEA	\$4,401,514
99/00 State Budget Line Item	\$492,500
00/01 State Budget Line Item	\$443,250
00 Park Bond	\$1,417,000
Caltrans BTA	\$1,137,242
Safe Routes to Schools	\$450,000
National Parks Challenge Cost Share Program*	\$30,000
Federal Seismic	\$583,600
<b>TOTAL</b>	<b>\$13,469,106</b>

\* Available to programs who have received NPS Rivers, Trails, and Conservation Assistance technical support.

According to Mendez, several factors that led to the funding successes enjoyed by the Whittier Greenway effort include:

1. *Having state elected officials write letters of support for every grant application.*
2. *Having City Council Members on the Trail Development subcommittee, which was very helpful during decision-making times.*

*Using a state lobbyist to help gain state budget line items, perhaps easier in times past."*

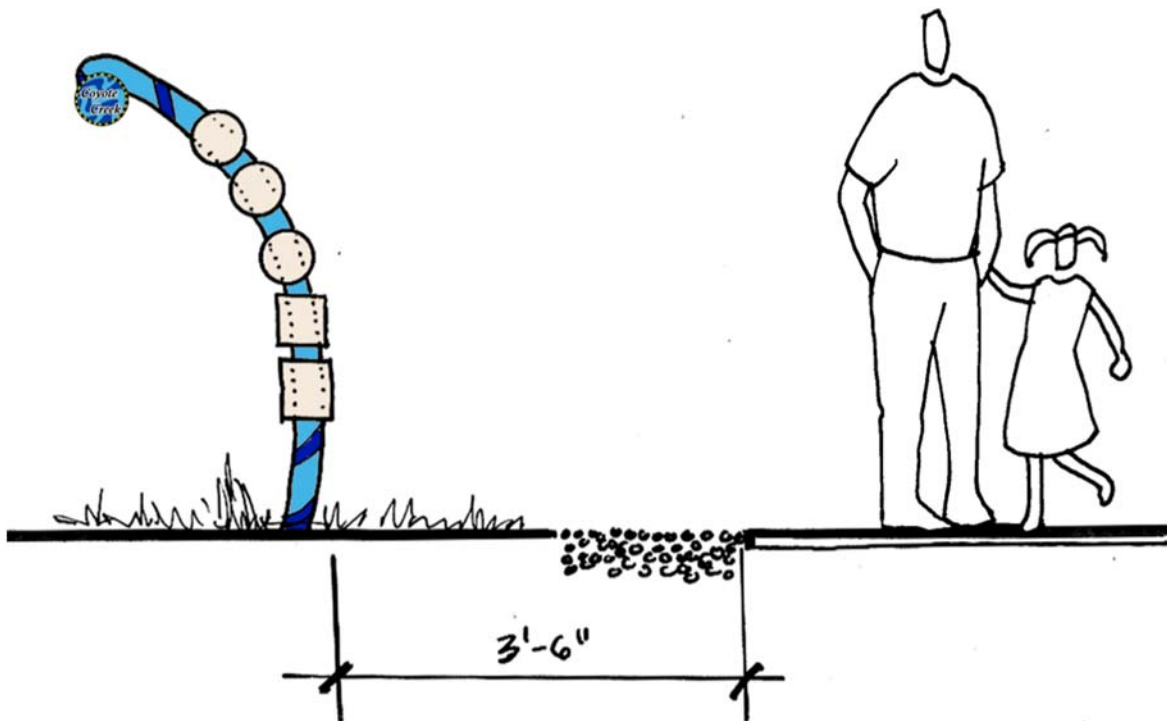
### Resources

"Transportation Funding Opportunities Guidebook: State and Federal Funds Available for Local Agency Projects", Caltrans Local Assistance Program, March 2001 (revised)

"Guide to Bicycle Project and Program Funding in California", Gayle Payne, February 2002. Available at [www.calbike.org](http://www.calbike.org)

### Footnotes

<sup>1</sup> "Guide to Bicycle Project and Program Funding in California", Second Edition, Feb. 2002. By Gail Payne



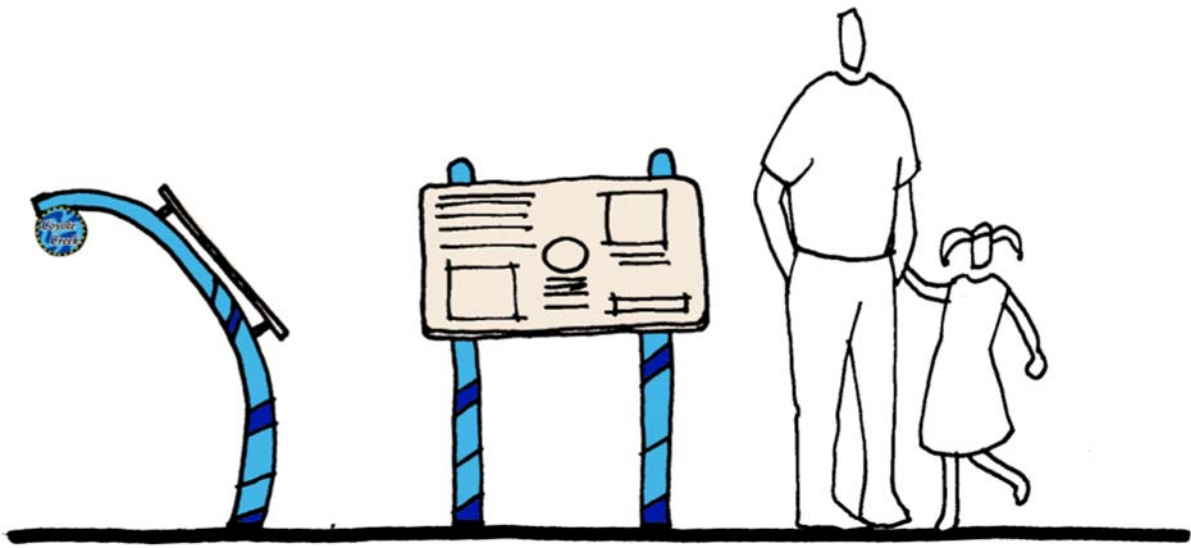
**Sign Type:** Directional

**Character:** Simple

**Description:**

- Curved metal post, painted with contrasting color
- Trail identification logo, directional arrows, and other identifying small signs
- Located at trail entrances and trail junctures





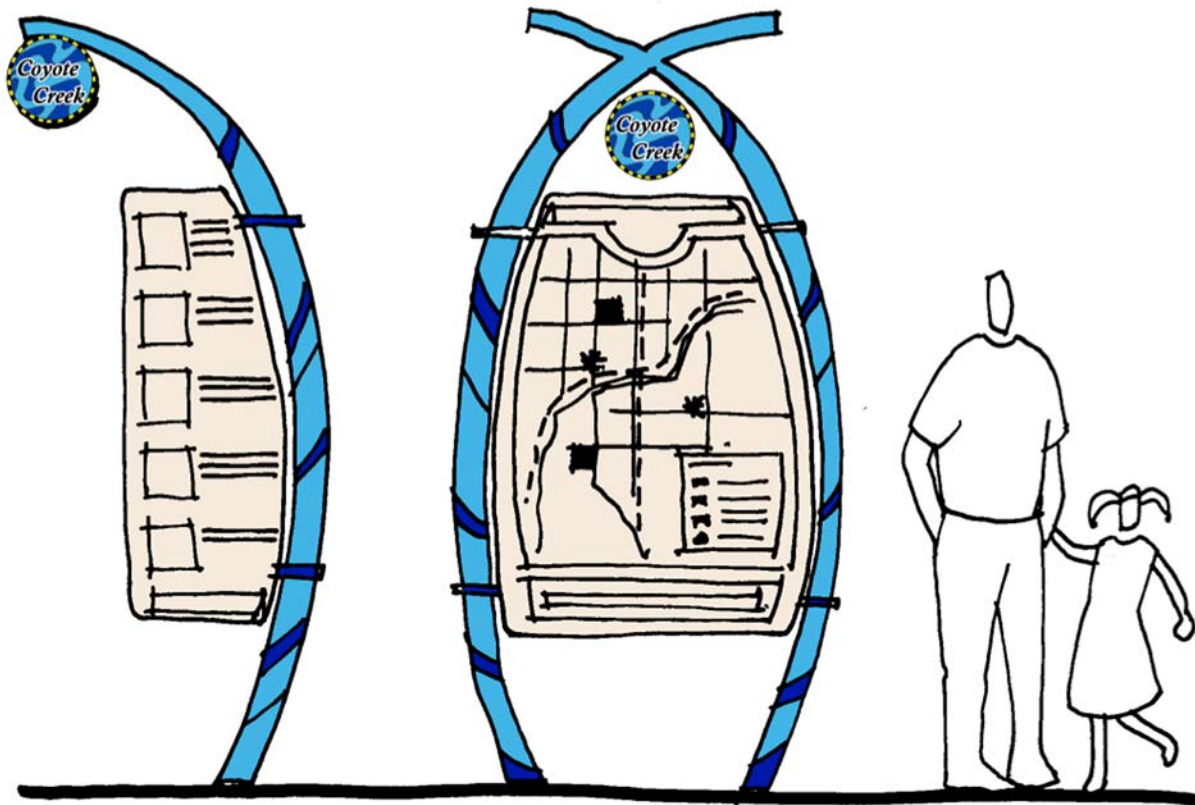
**Sign Type:** Interpretive

**Character:** Simple

**Description:**

- Curved metal posts, painted with contrasting color
- Trail identification logo
- Porcelain interpretive panel mounted to posts
- Located at key rest areas and areas of special interest





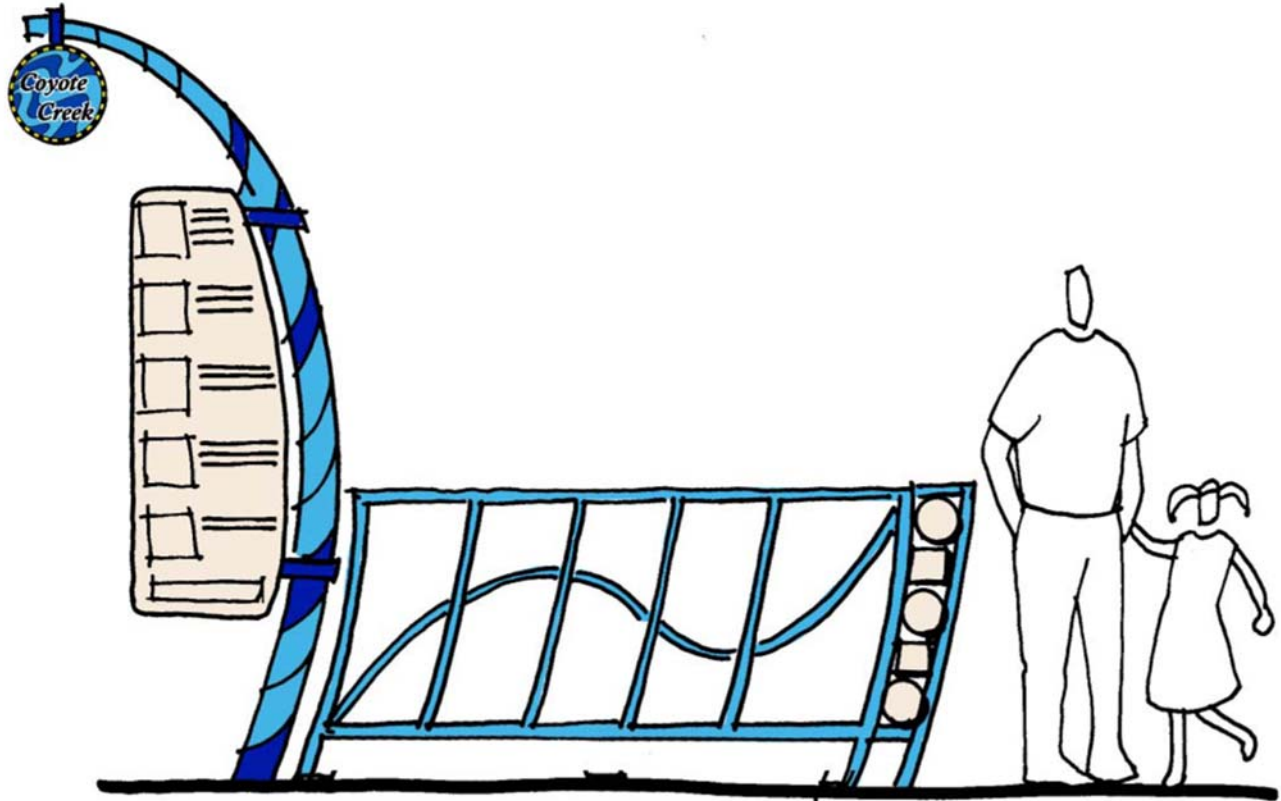
**Sign Type:** Gateway

**Character:** Simple

**Description:**

- Curved metal posts, painted with contrasting color
- Trail identification logo
- Rules and regulations, trail safety, or trail map information mounted to post(s)
- Signs located at major entry nodes to the trail





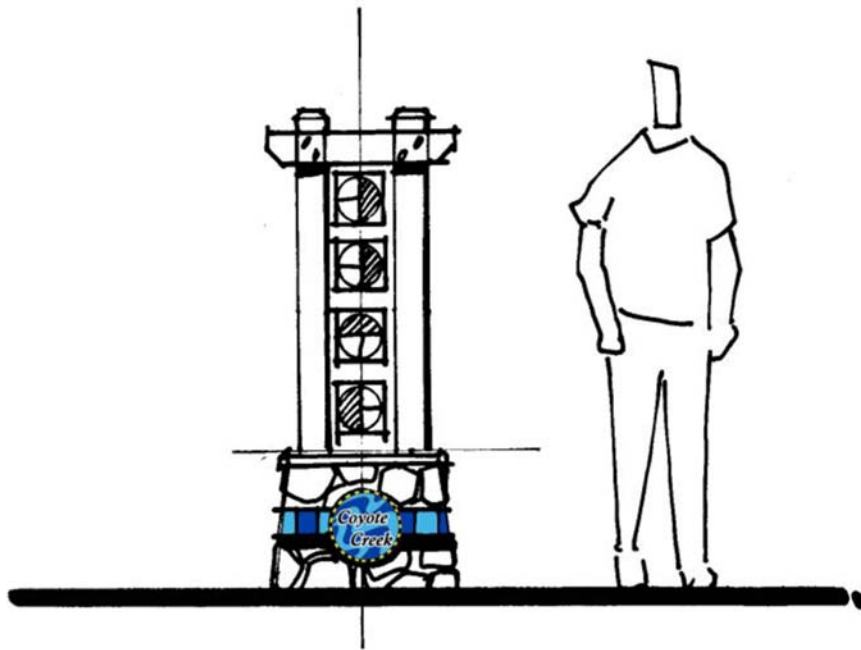
**Sign Type:** Gateway with fence

**Character:** Simple

**Description:**

- Curved metal posts, painted with contrasting color
- Trail identification logo
- Rules and regulations, trail safety, or trail map information mounted to post
- Matching fence for safety measures adjacent to intersections
- Located at major entry nodes and intersections





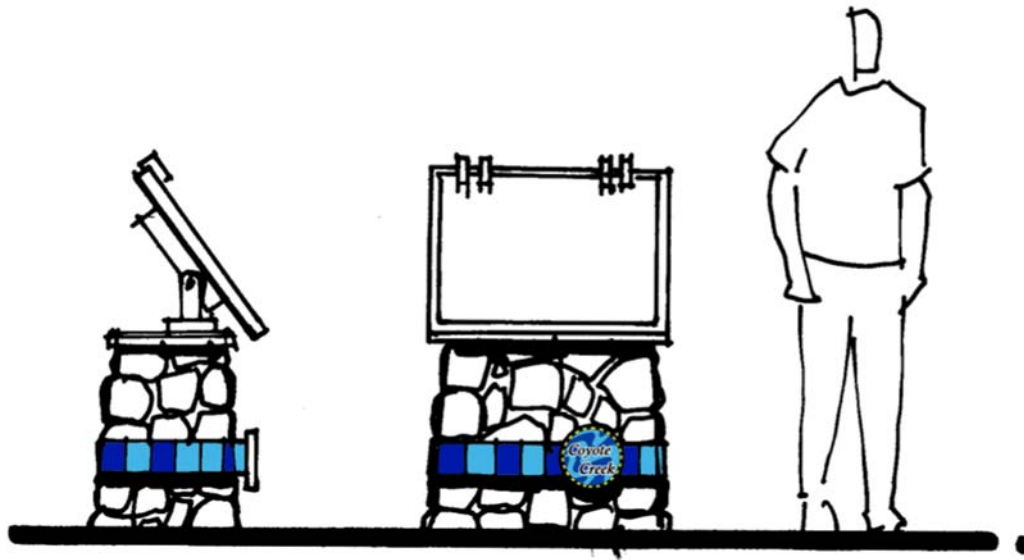
**Sign Type:** Directional

**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and wood construction are incorporated to reflect the neighborhood's character
- Trail identification logo
- Directional arrows, and other identifying small signs mounted to face
- Located at trail entrances and trail junctures





**Sign Type:** Interpretive

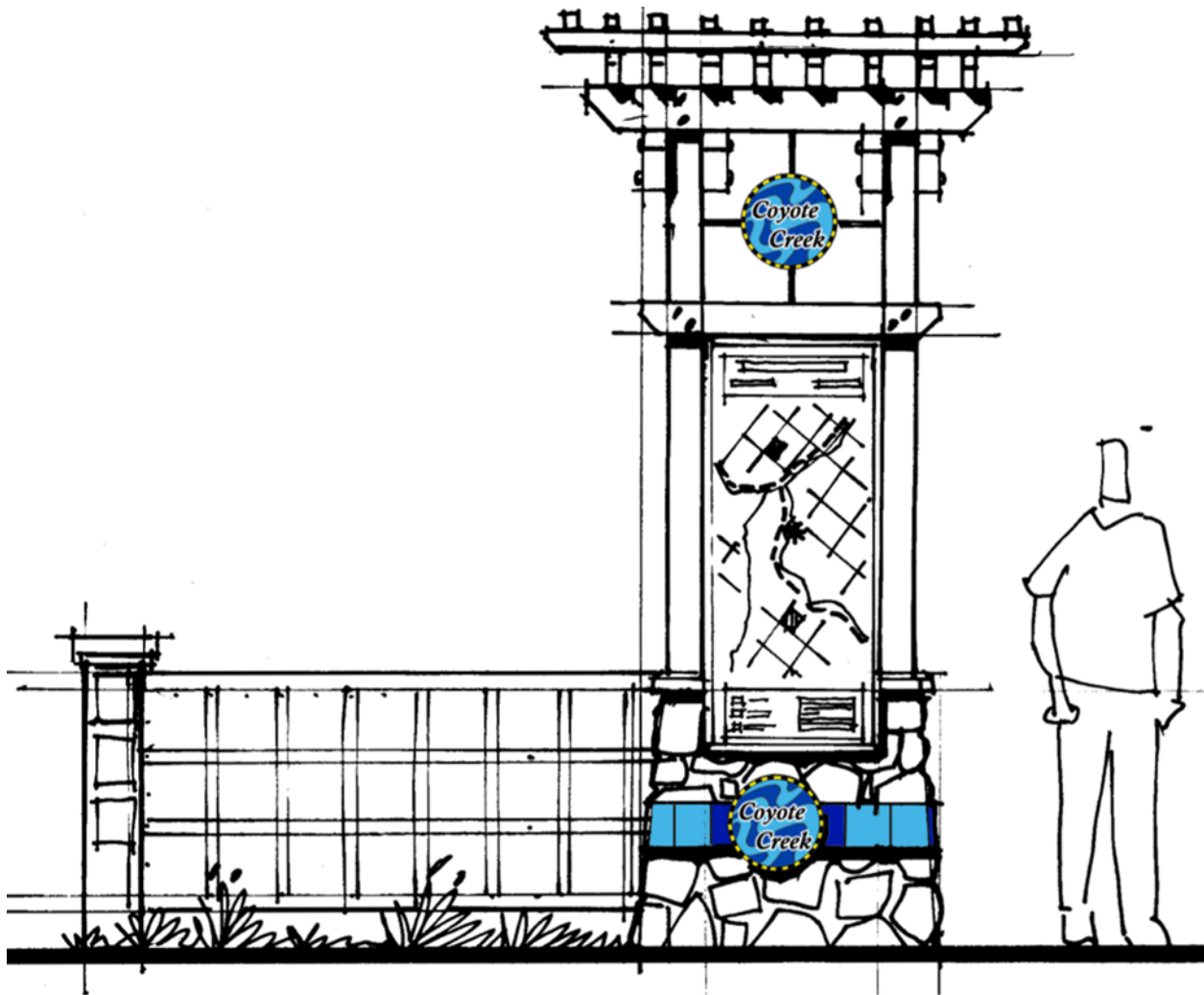
**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and wood construction are incorporated to reflect neighborhood's character
- Porcelain interpretive panel mounted to stone base
- Located at key rest areas and areas of special interest



## Appendix: Signage Program - Concepts

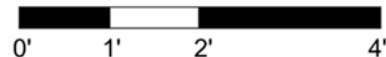


**Sign Type:** Gateway with fence

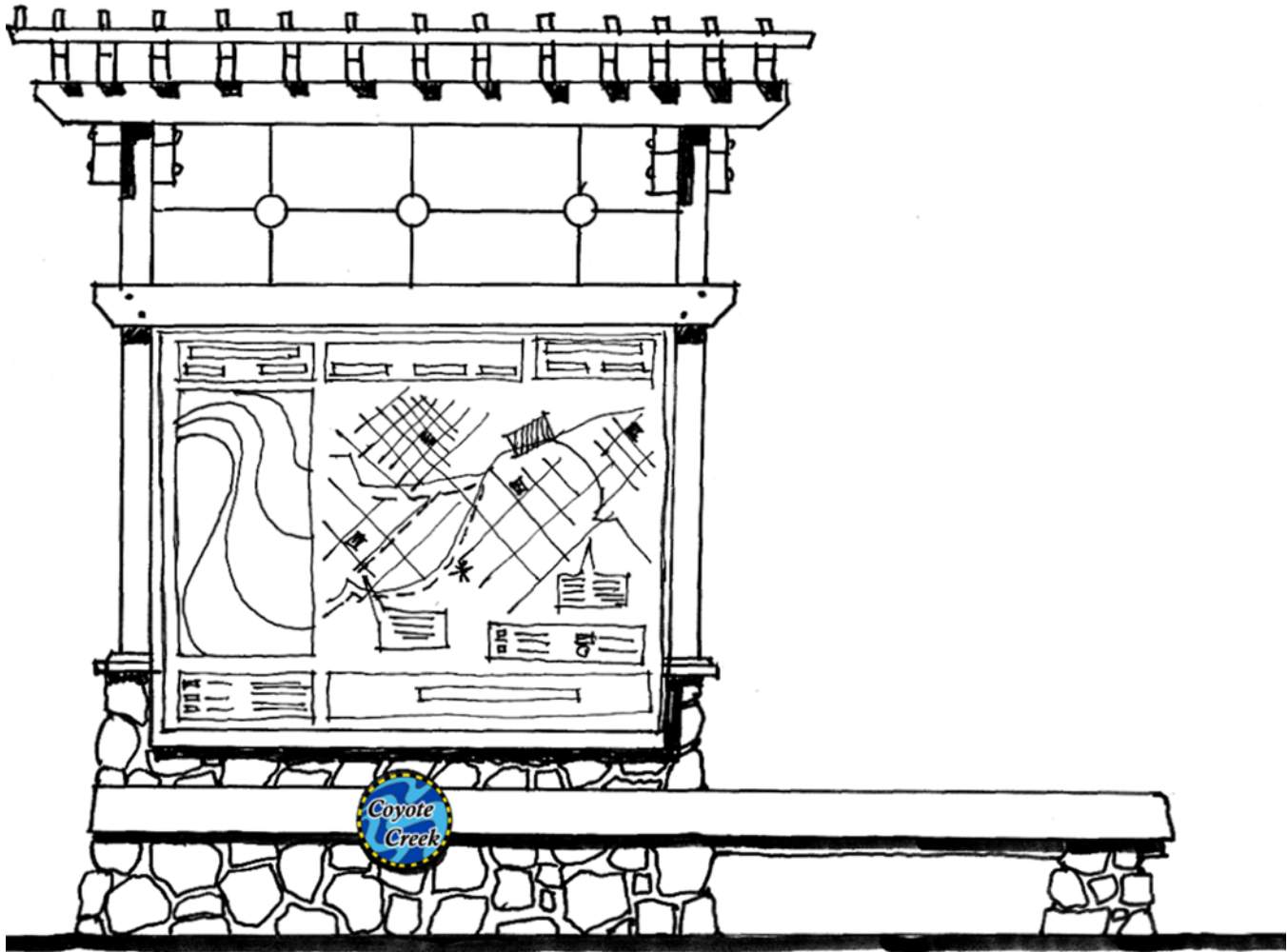
**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and wood construction are incorporated to reflect the neighborhood's character
- Rules and regulations, trail safety, or trail map information mounted to structure
- Fence can provide additional safety measures adjacent to intersections
- Signs located at major entry nodes and intersections



## Appendix: Signage Program - Concepts



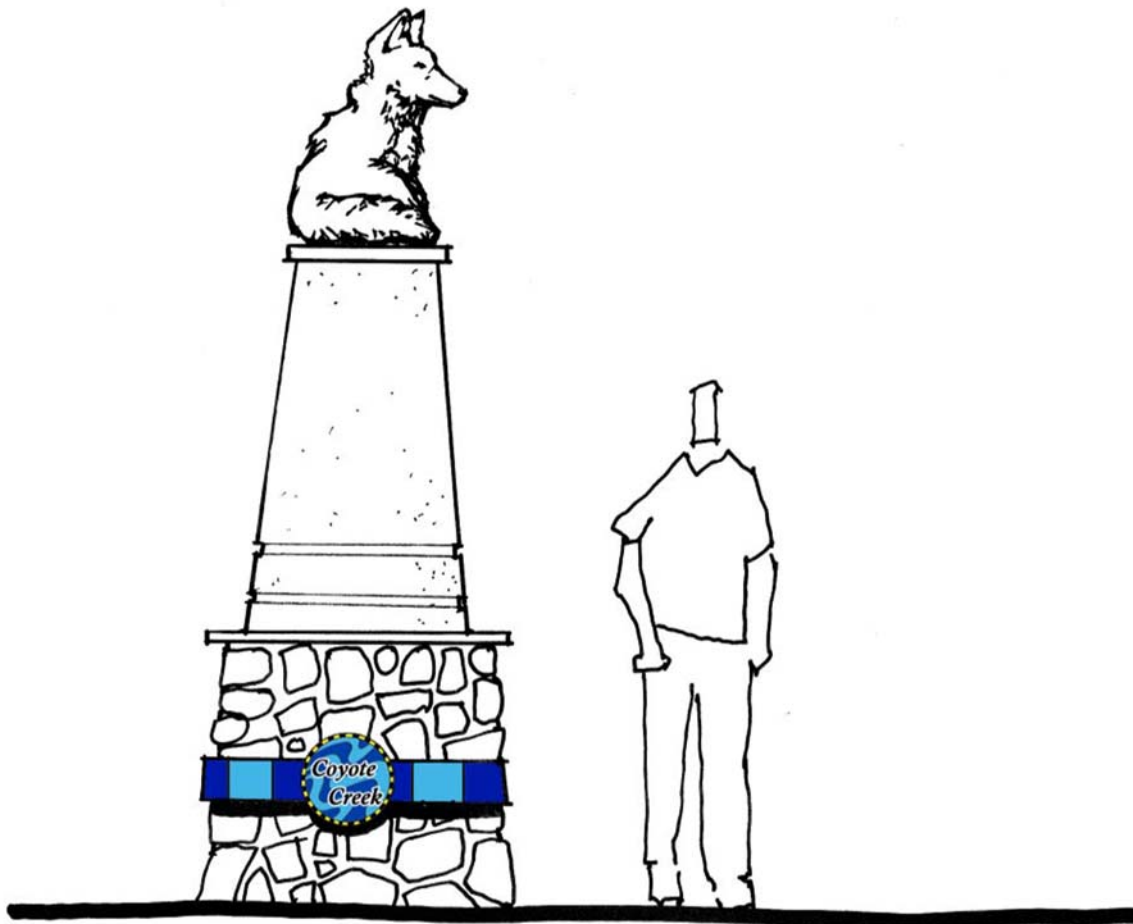
**Sign Type:** Major Gateway with fence and seating

**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and wood construction are incorporated to reflect the neighborhood's character
- Rules and regulations, trail safety, or trail map information mounted to structure
- Additional matching fence can provide additional safety measures adjacent to intersections
- Signs located at major entry nodes and intersections



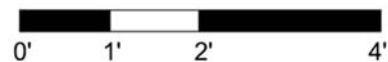


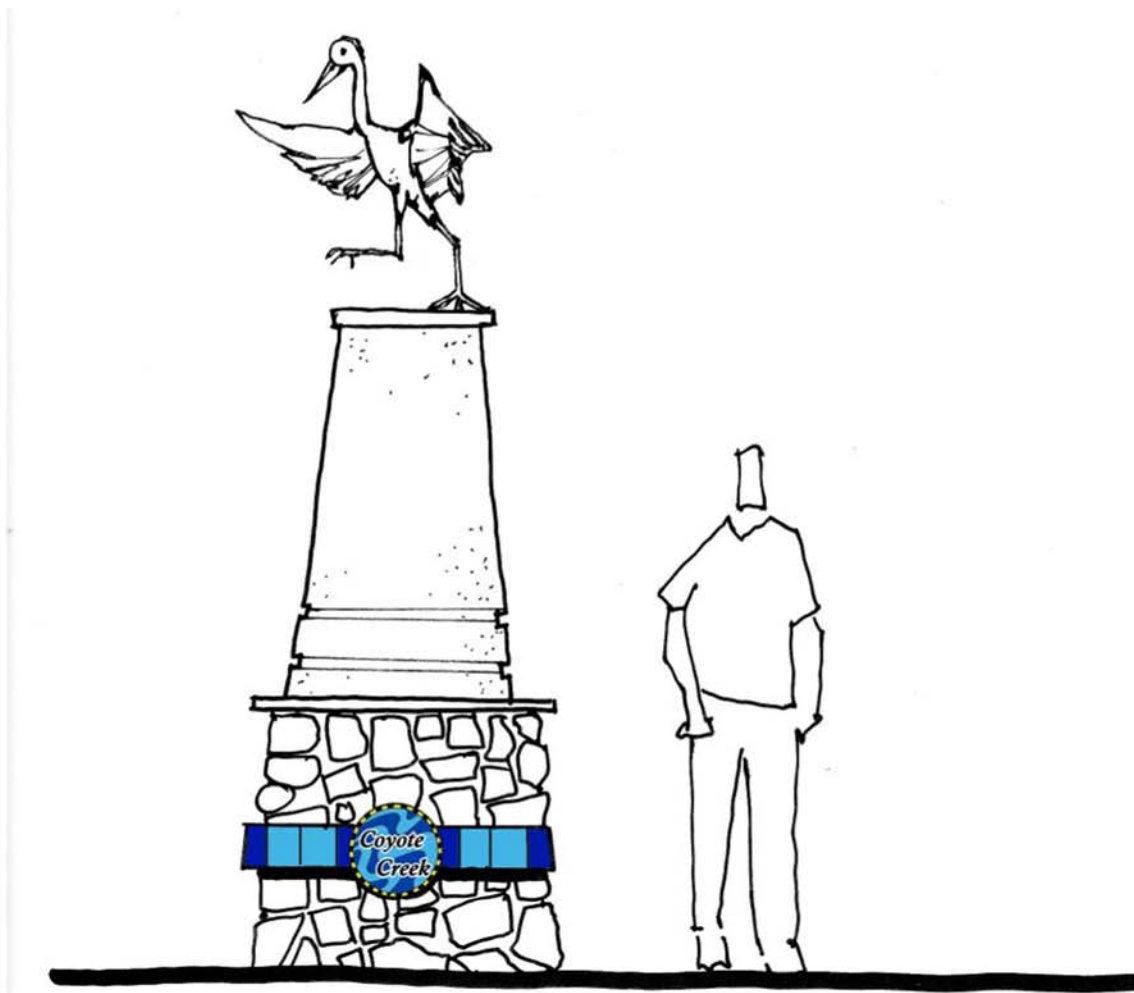
**Sign Type:** Landmark Feature with Sculpture: coyote

**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and concrete construction
- Trail identification logo
- Sculpture designed to relate to the name of the creek or a certain segment of the trail





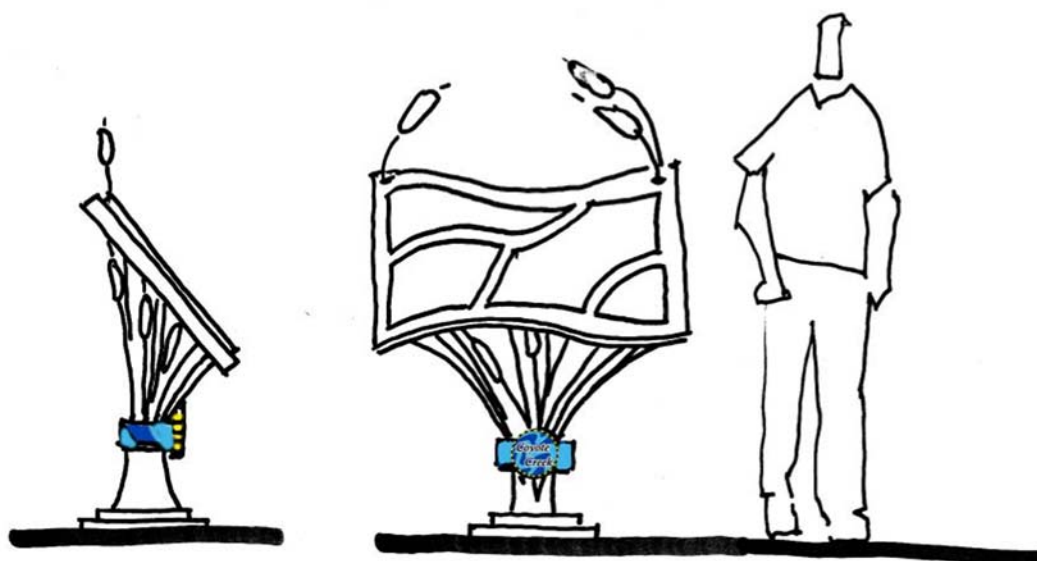
**Sign Type:** Landmark Feature with Sculpture (alternate): Bird

**Character:** Architectural (Craftsman)

**Description:**

- Stone column bases and concrete construction
- Trail identification logo
- Alternate sculpture of animal feature can be incorporated along other areas of the trail





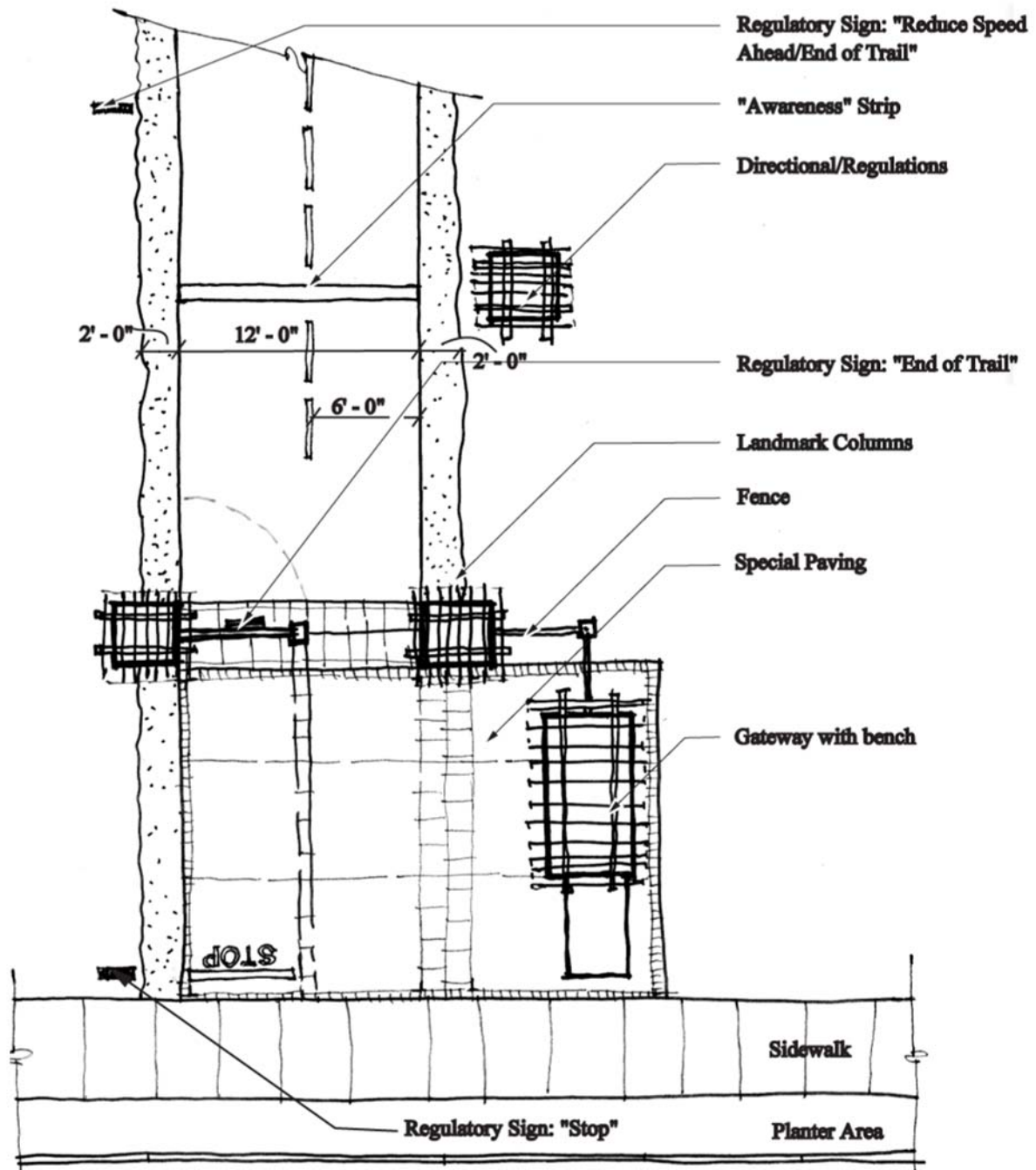
**Sign Type:** Interpretive

**Character:** Thematic

**Description:**

- Sculptural sign base coordinated with theme of interpretive panel
- Trail identification logo
- Located at key rest areas and areas of special interest





**Character:** Generic Trailhead at Sidewalk

**Description:** Layout out and example of elements and signage that would be included in a typical Trailhead.





**Sign Type:** Trail Identification Logo

**Character:** Highly graphic and unique to trail

**Description:** Unifying element on all signs, identifiable, specific to Coyote Creek trail.



**Sign Type:** Santa Clara County Interjurisdictional Trail Logo with Trail Identification Logo

**Character:** Highly graphic and unique to trail

**Description:** Utilized on directional signage and other City monuments to identify trail location and key destinations.



**Sign Type:** Directional Logo

**Character:** Highly graphic and unique to trail

**Description:** Utilized on directional signage and other city monuments to identify trail location and key destinations.



**Sign Type:** Directional Street Sign

**Character:** Highly graphic and unique to trail

**Description:** Mounted to existing street signs to identify class III trail routes.

Coyote Creek Trail Feasibility Study				
Project Advisory Committee - Site Walk				
Conducted				
Stop	Comment/Question	Discussion	Action Needed	Theme
Watson Park				
Yves Zsutty	Provided brief introduction and explained that no preferred alignment had yet been determined. Site visit locations were determined by ease to access the properties.			Alignment
	East side: Seems more promising as it traverses High School property and Water District access road.			Alignment
	West side: The West side poses private property issues and may have visibility concerns.			Alignment
Water District	Will look into whose project is occurring at the confluence of Silver Ck and Coyote Ck. Also, just negotiated easement further upstream.			Real Estate
Sue Eakins	Where would pedestrian bridge go?	Location has yet to be determined.	Feasibility study will address this question.	Infrastructure
	3-acres on the west side adjacent to Watson Park is privately owned.		Need to identify property owner.	Real Estate
	There was just a property acquisition where the trail will meet 101		Opportunities/Constraints analysis to document.	Real Estate
	Potential for surveillance is limited by elevation and plants. Prefer top-of-bank location.			Safety
SJPD	Visibility: Runner/walkers want to be able to see around corners. Long sight lines needed.	Design to consider sight lines.		Safety
	Installation of trail mile markers would support police response as they can be linked to beat maps	A system wide mileage marker program will be developed - Yves		Safety
	Currently hard to track crime by trail location; wants to make crime stats searchable by location (e.g. trail)			
County Parks	Where will the staging areas be near Watson Park?		To be determined as part of Feasibility Study.	
		Coyote Creek is part of the Ridge Trail's valley alignment - equestrian uses would be considered as a result.		
	Will equestrian use be permitted?			User

## Appendix: Meeting Minutes

Water District	The Water District has initiated a \$32 million project over the next 15 years ("Coyote Ck Project") that could support trail development.	Has multiple objectives: Flood, Work with City for Trails; Environmental Mitigation. Field Survey 1/2 done.	1. Water District rep will send Yves Project Description.	Collaboration
	Follow-up meeting required to learn more about the District's project and possible opportunities for trail development.	George Fowler is the project manager in charge of Capital Projects.	2. City to schedule a meeting, and will review project at first TAC meeting	Collaboration
	Can the City and District coordinate their efforts?	District can work to phase this project to coincide with trail objectives/timeline.		Collaboration
Sue Eakins	Funds will be available from SNI Program for Coyote Ck Trail		Contact: Kip Harkness - City to investigate funding further.	Funding
	SNI University Area may have \$1 million set aside for the Story Rd. landfill project		Follow up with Kip. Need to create list of local funds available.	Funding
	Selma Olinder Project has funds available for trail development.		City to develop list of known funding sources.	Funding
<b>San José High School/Condos</b>				
Water District	Water District has access road along east bank of creek; just negotiated easement (which permits recreational uses).		Water District to confirm easement - agreement may not be fully negotiated at this time.	Easement
	Water District would like to partner with City on maintenance activities in the area.			Maintenance/ Collaboration
	Adjacent Community Association has been very cooperative.		Study to determine if brick wall could be replaced with wire/iron fencing to support visibility. One-way access through fence to be explored further.	
SJPD	Views from adjacent homes supports trail safety.		Study to determine how to support visibility.	Safety
	Can tree canopy be raised? Shrub layer lowered?	Water District: Can probably lower, trim. Cannot remove natives. Concern about habitat for wildlife.	Further investigation required concerning wildlife habitat. Sue Eakins to provide Audubon Society article on subject.	Safety
	Which side of fence will trail travel through high school property?	Water District: Says that moving the fence in near tennis courts/ parking lot may be feasible.	Water District to investigate further.	
	Trail alignment may travel along School District lands - need a means to obtain their input/buy-in.		City to add SJ Unified School District to TAC list. (Sorja Scherr or Ty Williams?)	

<b>Roosevelt Park</b>					
	Bridge from playground to St. John Street, about 240-250 feet span has been proposed.	Max. single span is thought to be 220 ft. - mid-span supports may be feasible as span is not over entire waterway.			Infrastructure
	Underpass...too steep on other side to use as alignment.	Use road from northside of bridge.		Coordinate with DOT re. 19th and 21st ped/bikeways.	Alignment
City Planner	Potential light rail and BART alignments could impact the existing bridge.	Need to learn more about future plans and look for undercrossing opportunities in the future.		City to coordinate with VTA to determine what may be planned along Santa Clara Street.	
	Barry Swenson Builder (developer) has enough setback for trail at future housing development on the east bank, just south of Santa Clara Street.	Ensure that trail alignment is part of development plan.		PRNS to coordinate with Planning.	Alignment
	West side: There may be some Water District Property that could be used for trail purposes. Private property further to the south.			Right of Way needs to be documented along entire alignment.	
	Water company property in Spartan-Keyes may provide an opportunity for the trail.				
<b>Story Road Landfill</b>					
	Existing service road could make trail development on the east side straightforward. Lack of residential/commercial development makes the site remote and raises concerns about security.			Yves will e-mail photos of the landfill site to TAC meeting attendees.	
	Status of Selma-Olinder planning: Project includes the construction of a restroom, trail, field, picnic area. Five Wounds SNI funds may be available by January.				

MEETING NOTES			
<b>COYOTE CREEK TRAIL Feasibility Study</b>			
Task Force Meeting No. 1			
Watson Park Community Center			
22-Oct-03			
6:30 to 8:00			
Theme	Comment/Question	Suggestions	Clarification/Further Input
Safety	How could we increase the sense of safety?	Installation of call boxes	Structured police enforcement
		Trail visibility	Patrols - Rangers/Police
		Site maps	Citizen reporting system
			Adopt a Trail - to contribute to greater traffic
			Phone number to report incidents - post at trailheads. Direct connection to dispatch.
			Consider video surveillance - consider "reactive" nature of this solution and loss of privacy.
			Volunteer patrol program - look to Santa Clara County for an example.
			Consider development of Neighborhood Surveillance Program, populate trail with volunteer groups that could adopt segments
			Add traffic by conducting events, runs, parties, nature walks
			Plan the trail well - include access signage to support commuting
			Include design elements to limit access to the creek in sensitive areas
			Remove shopping carts from the creek for the safety of wildlife
			Trailheads may be areas requiring greater monitoring - further along the trail, you are less likely to find debris, graffiti.
			Provide garbage cans to reduce litter and not encourage other crimes. Provide recycling trash cans

## Appendix: Meeting Minutes

			Prevent the use of motorized scooters and Segways - post signage that prevents motorized vehicles - with exception of wheelchairs
Trails & Parks	Desire for more park space - How can we enhance the trail to function as a park?	Picnic areas	Include Par Course elements - they don't require much space
		Special activity area	Improve access points to existing parks. Access to Williams Street Park should be more central, via a wide pedestrian bridge. Existing pedestrian bridge was developed to address lack of right-of-way on existing street bridge.
		Drinking fountains	Use bridges to encourage neighborhoods to interact
			Identify and develop scenic areas and rest areas
			Include bike racks at strategic points along the trail
			Include tables/benches at regular intervals
			Provide restrooms
			Include artwork - a giant easel was planned for Roosevelt Park.
			Develop community gardens along the way - need to be near parking for farmers to carry equipment.
			Develop additional dog parks
			Include "Doggie bags" near restrooms so that clean up occurs on a regular basis
			Include natural history signs
			Post rules for dogs to be kept on short leashes.
Bridges	Confirm desired bridge locations	Watson Park	William Street Park to Selma Olinder Park - bridge located for central access
		Roosevelt Park	Provide lighting under bridges
		Spartan Keyes - Martha Street	Install surfaces that deter encampments under bridges.
Good behavior	What strategies can increase courtesy among users?	Signage-rules	Consider altering standard trail cross section to include a 4' shoulder to serve as a walking trail
		Signage-courtesy reminders	Consider development of alternate routes when space is available
		Enforcement	Use traffic calming techniques - avoid straight-aways
			Post speed limits signs
			Not only post "rules" but also post courtesy reminders - bikes yield to pedestrians
			Post dog laws

## Appendix: Meeting Minutes

Parking	Concern about increase in traffic	Distribute parking lots?	Distribute parking lots before parking lots			
		Consolidate parking?	Provide signage directing persons to existing parking at parks			
		Use Residential Parking Permits?				
		Prevent parking?				
Trail Usage	Concern about crowded trails, multiple uses may increase traffic	Do we limit uses? How would we enforce?	Study Los Gatos Creek Trail			
		Are more users good or bad?				
		Los Gatos Creek - can it serve as an example? Lessons Learned?				
Special Areas	Areas requiring a unique solution?	Beneath Highway 280 is quiet	Empire Gardens - educational science magnet school - possibility of developing an educational program about the creek			
		Mitigation area near Story Landfill has environmental interest	Creek was boundary for the City at one time.			
		Adjacent to parks	Brick manufacturing occurred along the creek at one time			
		Adjacent to buildings	SCVWD Educational Center located at Williams Street			
		Recalling history of a site?	Selma Olinder School is developing a Science Garden			
			The Town of "East San José" had a colorful history that could be shared			
			Coyote Creek served as the shipping route for produce from Morgan Hill to farmers' markets			
Environment	Support/enhance, encourage wildlife to return to the creek	Placement of trail	If you can't travel to the water's edge - provide 'look-outs' onto the creek			
		Tools to limit access	Encourage viewing of Steelhead, turtles, birds			
		Additional tree planting	Provide signage identifying common birds and migratory birds, wildlife and plant life			
		Bird watching sites	In the past, foliage has been removed by residents			
		Signage/Education	Balance preservation of nature with clearing for safety			
			Plant in a manner that supports safety			
			Use wild roses and berries to limit access to sensitive areas			

## Appendix: Meeting Minutes

Gateway, Trailhead				Use varied trail surfaces to designate a special location or node. Consider use of colored materials to draw attention.
				Provide a map of the trail at the gateway/trailhead - identify points of interest
				Recognize wildlife in the gateways' design - coyote egret, marlins, raccoons
				Recall Native American history
				Install gateways at bridges and major road crossings
				Research the history of bridges - each bridge as an interesting past
				Sources for historical data - Jack Douglas' book on Naglee Park, Clyde Arbuckles' son, Leonard McKay, Charlene DuVall, the library's California Room.

### Task Force Meeting Notes

January 4, 2004

Watson Park Community Center

- Plan should indicate the safety measures planned for the underpasses at Story and 101.
- Include barriers (rocks) at underpasses that deter trespassing – but use rocks that don't cause injury.
- Include traffic calming measures along 19<sup>th</sup> Street
- Use in-pavement markers to indicate a trail alignment on 19<sup>th</sup> Street – signage should include a sight-impaired component
- Upgrade traffic signal at Santa Clara and 19<sup>th</sup> to be audible
- Install “bulb outs” at intersection of 19<sup>th</sup>/Santa Clara and 19<sup>th</sup>/Williams
- Seek input from RDA and Art Program on past gateway efforts to identify imagery that may have been suggested for the neighborhood in the past.
- Roadway underpass, east of Coyote, on Julian serves San José High....include as part of trail alignment? What improvements are required to permit ADA compliance?
- Direct trail users to the SCVWD educational site along Williams Street
- Measure and record past flood levels – consider as an art component
- Develop gateway concepts that occupy the corners of Williams/19 and Santa Clara/19 – permitting pedestrians to walk through them.
- Include trail signage for route along 16<sup>th</sup> Street
- Install gateways as part of a traffic calming program
- Gateways
  - Should be beautiful
  - Use stone
  - Use wrought iron
  - Design could recall the Palm Haven gateways
  - Use brick to recall the brickyard that was present at the Martin Park site
  - Use Shasta Hanchett gateways as a model
  - Structure could cross the street – should be visible from a distance
  - Use gateways to enhance 19<sup>th</sup> Street neighborhood identity
- Improve visibility of 4-way stop at Williams/19<sup>th</sup> with upright crosswalk

Provide 10-day notification of next Task Force meeting (May 5)

Theme	Comment/Question	Response	Discussion
Accessibility	Make sure it is accessible to people with all types of disabilities	The project design will respond to this item.	
Accessibility	Don't forget signage for people with visual disabilities.	The project design will respond to this item.	
Adjacent neighbors	Runs through her backyard - impact on property	The project design will respond to this item.	
Adjacent neighbors	Concerned about safety	The project design will respond to this item.	
Agencies	Involve the County, the Water District, the School District	An invitation will be extended.	
Cost	Spartan-Keyes group concerned. Their priority is trails and parks.		
Environmental	Environmental Impact	Will do thorough analysis at the Master Plan stage.	SNL groups have already identified the desire for bridges e.g. at Roosevelt, Watson Park to East Side etc.
Infrastructure	Will the trail include bridges for access?	The study will investigate the feasibility of bridges.	The trail is too wide. It's width is required to meet standards for safe operation by all users. Concern that the trail will serve as a bicycle highway with high speeds.
Infrastructure	What is the trail's width?		
Maintenance	Concern that there will be an increase in the level of trash.	The study will investigate strategies for reducing the occurrence of trash.	Provide receptacles
Maintenance	What is the City's maintenance plan for the trail.	A plan needs to be developed for the trail. Development of a maintenance program is underway and independent of the study.	
Maintenance	Include trash receptacles and a motorized cart for pick up. Look at Steven Creek Trail as a model maintenance plan	The Stevens Creek maintenance plan will be investigated.	
Railroad	What is happening with railroad acquisition?	The City is preparing a funding strategy to acquire railroad right-of-way that is available for sale.	
Safety	Will the trail have a curfew?	Uncertain at this time. Trails are treated like park facilities in that they close at sunset, but the trail is also part of the transportation system. Investigation required.	

Safety	Will there be lighting on the trail?	Not likely since the trail is within the Riparian (creek) environment. Permitting agencies and city policy will not permit lighting that can impact the native species.	
Safety	Will solar powered emergency phones be included?	Yes, the City plans to install emergency call boxes with all new trail sections.	
Safety	Look at crime statistics from Los Gatos Ck trail which passes through some similar areas to shape discussion on security	Staff will work with Police Departments in San José and Campbell to determine if statistics are available for Los Gatos Creek trail.	
Safety/User conflict	Bike notification to peds: Require a bell?	The City will investigate if the use of bells can be required. The project design should consider elements can support safer operation.	Education, enforcement and signage are required.
SNI	Make Presentations to SNI/NAC (Five Wounds; Spartan-Keyes; University; 13th Street)	Staff will make presentations about the project to these groups.	
Timeframe	What is the best case scenario for construction, having trail in place.	Funding has yet to be identified for master planning and construction. Best case would be 4 to 5 years.	
User conflict	Pedestrian and bicycle interaction	The design will consider means to prevent conflicts.	Los Gatos Trail situation is problematic in this realm
User conflict	Will motorized vehicles be permitted? (Scooters? Mopeds?)	Signage will indicate permitted uses.	
User conflict/separated use	Preference for two defined adjacent trails, 1) asphalt for bikes; 2) other surface for walkers	The study will look at options for dividing users and trail surfaces.	Give consideration to strollers and wheelchairs when defining permitted uses on paved segments.
User conflict/separated use	Look at Santa Monica and Pacific Grove examples for means of dividing users	The study will look at existing trail designs in other jurisdictions.	
User conflict/separated use	Will horses be permitted?	The study will evaluate whether or not equestrian uses will be permitted.	Speaker is a docent with Open Space District who has experience with user conflict
Website	How will people be kept informed? Is there a URL besides Walk San José?	City will create a website with minutes, agendas, information to keep people informed. The link will be sent in the next mailing to residents.	
	Education: How will people find the trail, and know where they are when on the trail?	System Sign Plan needs to be developed.	

## Appendix: Meeting Minutes

		How much casual trail is already in existence?	An existing service road exists from Story Rd to Selma-Olinder Park ~3/4 miles. Informal cut throughs exist, but the planned trail would likely not respect those alignments.	Service road versus informal footpaths. Some of the informal footpaths may be closed as the trail is formalized.
		Will this trail connect the Ridge and Bay trails?	Yes, the trail will ultimately connect into those and other systems. Coyote Creek is identified as part of the valley floor alignment for the Ridge Trail.	

## Appendix: Meeting Minutes

Theme	How will you use the trail?	What amenities/features would you like the trail to have?	What connections/access would you like to have from the trail?	Other
<i>Adjacent Neighbors</i>				Concern that parking and trail-heads in Spartan-Keyes would increase traffic.
<i>Adjacent Neighbors</i>				Concern with impact of providing too many recreational opportunities for too many people
<i>Adjacent Neighbors</i>				Would like to encourage people to walk/bike instead of drive to trail. (Less impact on neighbors.)
<i>Adjacent Neighbors</i>				Kelley Park parking lot is full in summer. Where will trail users at this end park in the summer without impacting the neighborhood too much?
<i>Alignment</i>				Brookwood or Arroyo Way may provide good alternative routes.
<i>Alignment</i>				Use railroad ROW into Olinder as a secondary/spur trail.
<i>Alignment</i>				Need to justify in report if any creek frontage is not available to the public (between William and Santa Clara)
<i>Alignment</i>				Consider property acquisition along creek instead of using a street alignment.
<i>Alignment</i>			Direct connection under Story Road at Kelley Park when seasonally possible. Identify alternative when not.	
<i>Alignment</i>				Use railroad trestle as an alternative if under Story Road is not possible.

## Appendix: Meeting Minutes

<i>Alignment</i>			Senter Road is a key north-south bikeway. The railroad trestle could be good access for a bicycle commute route.	
<i>Alignment</i>			Provide good access at Watson Park, perhaps at the dog park.	
<i>Alignment</i>				Wants trail along creek
<i>Alignment</i>			Provide maximum access to schools and parks.	
<i>Amenities</i>			Under Hwy. 280 is very quiet and may provide an opportunity for a special feature.	
			There is an existing landscape project taking place near the Story Road landfill (wetlands mitigation/restoration). It could provide a good educational opportunity.	
<i>Amenities</i>			Wants a peaceful experience.	
<i>Amenities</i>			Quiet sitting areas. Side trails where use is more passive (than skating, for example.)	
<i>Amenities</i>			Trail on both sides where possible at Selma Olinder Park & along railroad ROW. Create loops at this end.	
<i>Amenities</i>			Enhance the natural habitat to support wildlife.	
<i>Amenities</i>			Provide good access at all street intersections near trail.	
<i>Amenities</i>			Maximize transit connections including bus and key corridors to future BART.	
<i>Amenities</i>			Provide good connections to schools for parents and children.	

<i>Amenities</i>	Design the trail to preserve natural characteristics of corridor.			
<i>Amenities</i>			Provide good connections to SJSU.	Comment: Don't overdevelop. People should walk/bike to trail.
<i>Amenities</i>			Provide good connection to Bible College.	
<i>Amenities</i>	Provide bicycle racks near side trails or sitting areas.			
<i>Amenities</i>	Connect to existing restrooms, install directional signage.			
<i>Amenities</i>	Develop a maintenance plan and install trash receptacles			
<i>Amenities</i>	Provide "Mutt mitts" and disposal areas			
<i>Amenities/Safety</i>	Provide bicycle racks.			
<i>Amenities/Signage</i>	Need to identify "gateway" theme.			Develop some gateway concepts for consideration at the next meeting.
<i>Amenities/Signage</i>	Historical theme is one option for gateways.			Acknowledge "East San José" as its own town until the 1920's. Celebrate its colorful past.
<i>Collaboration</i>				Be sure to involve School District/Water District
<i>Collaboration</i>				E-mail attendees when survey is available online.
<i>Connections</i>			McKinley School	
<i>Connections</i>			Provide maximum access to bus connections.	
<i>Infrastructure</i>	Provide a bridge connection from St John Street to Roosevelt Park.			The bridge has been identified in the Roosevelt Park Master Plan.
<i>Infrastructure</i>	Bridge from Martha to Story Road (Spartan-Keyes)			Provide direct alignment to Martha Street, current proposal is not well aligned.
<i>Infrastructure</i>	Bridge at Silver Creek			
<i>Safety</i>	Lighting			
<i>Safety</i>	<i>Ideas:</i>			

## Appendix: Meeting Minutes

Safety		<i>Timed lights for commuters, but not late into the night</i>		
Safety		<i>Balance safety with protecting natural habitats</i>		
Safety		<i>Use reflectors instead of lights</i>		
Safety		<i>Use focused or ground lighting</i>		
Safety		Locked gates below flood-level		
Safety				More Use=Less Crime. Encourage high use.
Safety				Design for safety/to discourage crime.
Safety		Emergency call boxes		
Safety				Close at dusk? What about commuters?
Safety/Accessibility		If trail is on-street, from Williams Park and Santa Clara, determine if on street conditions of sidewalks must be improved		
Safety/Accessibility		Sidewalk height - improve transitions/crossings for touch		
Safety/Accessibility		Install signage for the visually impaired		
Safety/Accessibility		Use directional /tactile /audible markings for more universal/ADA accessibility		
Safety/Accessibility		Use appropriate surfacing for identified uses.		Asphalt concrete surface may deteriorate and not be suitable for skating.
Safety/Accessibility		For sidetrails to be accessible, they need to be flush		
Safety/Accessibility		Intersection/nodes—change of materials/color etc.		
Safety/Accessibility		"Tactile" marker for visual change		

<i>Safety/Adjacent Neighbors</i>		Fences that protect adjacent neighbors from trespass			
<i>Signage</i>			Show access to business districts (e.g. Wal-Mart on Story Road)		Identify business districts
<i>Signage</i>		Provide directional signs to "remote" places, like roads do, i.e. "Los Gatos"			
<i>Signage</i>		Identify adjacent streets			
<i>Signage</i>		Maps on trail that identify points of interest			
<i>Signage</i>		Audible signals			
<i>Signage/Accessibility</i>		Large raised letters/Braille on interpretive signs			
<i>Signage/Amenities</i>		Signage accessible to all people/ADA/Raised letters and Braille			
<i>Signage/Amenities</i>		Mileage markers, similar to European cities			
<i>Signage/Safety</i>		Determine major access to the trail. Post signage with rules and regulations at key access points.			
<i>Use</i>	Skating (to skateboard parks)				Prefer concrete surface
<i>Use</i>	Safe Routes to School				
<i>Use</i>	Strolling/walking/dogwalking				
<i>Use</i>	prefer non-skater use for serene walking experience				
<i>Use/Amenity</i>	Running	Soft surface for running			
<i>Use/Amenity</i>	Bicycling with Children				
<i>Use/Amenity</i>	Pushing a stroller				
<i>Use/Connection</i>	Bicycling		Eventually to Bay Trail		
<i>Use/Connection</i>	Bicycling		To Reservoir		
<i>Use/Connection</i>	Commute		Edenvale Industrial area		

Coyote Creek Trail Feasibility Study		
Community Meeting #2, Watson Park Community Center, January 21 2003, 6:30-8:00		
Meeting Notes		
Theme	Comment/Question	Response/Follow Up
What do you like about the proposed trail alignment?	Likes trail down 19th St. and hooking up with Roosevelt Park, although it is not as pretty as 16th St., it is more direct.	
	Likes the alignment. Reflects what neighborhood leaders have also determined to be desired, i.e. bridge at St. John, Silver Creek crossing, Watson Park spur to restrooms and dog park.	
	Likes link to Spartan-Keyes and bridge at Story Road.	
	Good variety. It is good that is mostly near the creek, but where it veers seems to offer good variety.	
	Likes the 16th St. route alternative. Great architecture.	
	Could have both east and west on-street routes, would need signage and sidewalk improvements.	The study could identify both the 16th and 19th Street alignments. Improvements to both streets would have to reflect available budget.
	Likes route north of William Street Park but also thinks 19th St. is too speedy. 16th St. is quieter, with existing traffic calming.	
	Likes smaller break off paths.	
	16th St. would be good, but use of stop light at Santa Clara (19th Street) would be good too.	
	Good job keeping alignment close to creek.	
How can the trail alignment be improved?	Provide soft-surface trail opportunities.	
	Under 280 past Selma-Olinder, may need a spur to the restroom.	Addressed in proposed alignment.
	Keep in mind connectivity of trail to communities. Good job already with St. John Bridge, but make sure these are a priority in implementation.	
	Wants a connection from Senter to Story Road landfill site, possibly utilizing the railway bridge. Logical extension of bikeway along Senter Road.	UP RR will likely eventually abandon track. Use of trestle will be indicated as long-term goal in the feasibility study, since an adjacent pedestrian bridge to the active rail line is infeasible due to safety concerns of rail operations.
	Could build adjacent bridge at Senter, if RR doesn't abandon. Spartan-Keyes has identified this as a desirable connection.	

	Identify 19th Street as route, especially for people with kids and 16th as alternative/architectural/pedestrian route	Staff will recommend to Council that Alviso (correction - Montague) to 101 be funded. Grant funding may be pursued for the segment from Story Road to Phelan. The Phelan to Los Lagos Golf Course section is being master planned and bond funds are programmed for construction.
Other comments	How will this section tie in to other Coyote Creek trail sections to the south and north?	
	Good job on maintaining the project website. Very useful.	
	<i>Boulders should be recommended for placement underneath bridge overcrossings to help prevent illicit behavior and dumping into the creek.</i>	<i>The Feasibility Study can note this as a design consideration for future development.</i>
	<i>Be aware that at Remillard Court there will be a lot more traffic anticipated in the future due to the future addition of future development. This includes a new bus depot, adding new businesses to the area including Wal-Mart, and a Vietnamese garden to be installed south of Story Road.</i>	<i>This will be noted in the design of the trail head at Remillard Court of the Feasibility Study.</i>

April 27, 2004

*Community Workshop #3 Meeting Minutes*

*Re: Coyote Creek Trail Feasibility Study*

Location: Watson Community Center

Date of Meeting: Wednesday, April 21, 2004

The following information was discussed and/or decided upon in our meeting regarding the Signage Program.

### PRESENTATION OVERVIEW

- Three sign types were presented for Simple, Architectural, and Thematic characters.
- The signs included directional, interpretive, gateway, gateway with fencing, gateway with bench, landmark feature with sculpture and logos.
- On the gateway structures trail maps, safety signage, and/or rules and regulations could be posted.
- Awareness strips and other pavement markers (including special paving) to occur at trail junctures and trail heads were also discussed.
- Signage is proposed to be accessible and not impede the accessibility of the trail users.

The comments made by the community have been organized according to subject. They are as follows:

### THEME

- Likes “Craftsman” architecture, however too similar to neighborhood context.
- Likes “thematic”, organic, natural; likes the unique characteristics of custom signage that could occur within the “thematic” palette.
- Thematic “reeds” could be other items; should use caution when deciding. Could be great if the right theme.
- Craftsman is always appealing; could be more designed within that. Could be nice signage.
- Why do we want architecture when out in nature? Want more organic; going back to nature.
- “Thematic” could be as simple as a big stone and just carve into it. Could be whole new architectural style; interesting feature – make “simple theme” that could be interpreted and not a specific material (or always a cast piece).
- A simple theme may be more substitutable. Perhaps it will be easier to grow with the future.

- How does this project connect (signage) with other signage of other Coyote segments developed, i.e., from Morgan Hill area – coordinated effort (more organic, natural trail)?
- Could have the “Craftsman” sign structure with standard County signage mounted on it. The County sign standards could be continuous along the trail for all of Coyote Creek trail segments.
- One sign theme for a whole trail may not be always appropriate.
- Neighborhood.
- Watson Park.
- Changing neighborhood open space.
- Should have a change in sign character to reflect the context of the trail, not just a generic, Craftsman sign for all locations along the trail.
- Perhaps signage responds to specific areas that it is found within “some element” that ties it all together. This element could be found within each sign/structure, i.e., logo, banding, etc.
- Could have logo or banding that would tie them all together. “Craftsman” does not seem appropriate, i.e., under 280 freeway.
- The whole trail should be looked at for similar character or perhaps this is not appropriate. Suggested “architectural” in some areas and “thematic” signage in other areas.
- Prefer more organic/less sign/more trail.
- Example of unappealing gateway structure (ranger and interpretive station) visible from Santa Clara Street – looks like a guard tower. Want to ensure a welcoming feel on future gateways.
- Should ensure welcoming features of signage.
- Who decides art feature is an important responsibility (i.e., nice features in downtown). Architectural “god” needed to decide design for future generations.

### MAINTENANCE

- Concern for maintenance on wood frame 10-15 years down the road, should factor in costs too.
- Plan for long-term maintenance issues and sustainability of signage and gateways.
- “Thematic” signage should be durable.
- Signage should be durable, but welcoming and contextual to the site.

### COST

- Don't give up trail for nice, expensive signage.
- Would like to see less signage/gateways and more trail developed, i.e., don't sacrifice the construction of the trail by splurging on very expensive signage and gateways.
- Partnership with community could be developed for signage program; put money back to the trail.
- Dollars can be significantly lower at a community level instead of bringing more (consultants and City staff). "Do it yourself" community project. Spend money on trail. A grass roots effort is desired.

### PUBIC ART

- Art on the trail doesn't have to be on the signage – could be public art and private art, i.e., place upon a 4'x 4' concrete square foundation that supports a rotating exhibit.
- Rockridge BART art displays the mosaic of local fire event. This is an example of public art that could be made inexpensively and also reflects the history of the community.
- There is an example of an existing tile mural at the playground (Empire Elementary School/ Watson Park), which cost \$4,000 to design and create the tile wall. It's been there for three years. Such examples of public art could occur at various locations along the trail.
- Bridges are aesthetically pleasing along the creek.
- Stone pictorials at the bridges are an example of grass roots public art. Would like to see grass roots public art style continued, like pearls along the string (similar to a par course).
- Art on trail doesn't have to be signage, i.e., public or private artist opportunities. Don't limit art to just signage. Get the kids involved. Tell community stories.

### OTHER COMMENTS/TRAIL AMENITIES

- Would like a creek trail, not a public greenbelt.
- Is there lighting at gateway signage/parking areas? This will be evaluated on a case-by-case structure.
- The confluence intersection has changed about 50 feet since new Silver Creek improvements.

### NEXT STEPS

The Coyote Creek Trail (from Watson Park to Kelley Park) Feasibility Study is scheduled to be completed in June 2004. The next step will be to prepare a Master Plan and environmental clearance. When these have been approved by the Parks & Recreation Commission and City Council, construction documents can be prepared.

### Meeting Notes

December 8, 2003

Craig Breon, Audubon Society  
Mondy Lariz, RPMC  
Sue Eakins, Council Member Chavez Office  
Melanie Mintz, Rails to Trails Conservancy  
Yves Zsutty, PRNS

#### Items discussed:

- Efforts to increase population of Steelhead Trout is underway – signage might consider those efforts.
- Other themes for signage include:
  - Plants (past, present and restoration efforts)
  - Birds (common visitors, rare visitors)
  - Fish (past, present and restoration efforts)
  - Native peoples
- Flycasters group sponsors programs in 160 schools to educate children about fish. (Salmon-Trout Enhancement Program “STEP”)
- Trash is an issue of concern along the trail, especially at City’s Mabury Yard
  - Also dead trees that fall into the creek create a trash-dam. Should adopt management strategy for these
- Species of birds in the area include:
  - Kingfisher
  - Nesting Red-Shouldered Hawk
  - Loggerhead shrike (less common)
- Mitigation planting should occur, the Water District has planting lists that should be considered. Check out VTA Mitigation area’s planting list near Silicon Valley Road (?)
- Planting to prevent development of, and eliminate existing, pioneer or social trails should occur. Good plants include Poison oak and native Blackberry.
- The confluence of Silver Creek and Coyote Creek presents an opportunity for a viewing area and a good place to put signage about the native Steelhead.
- Invasive plants need to be managed:
  - Arundo donax (Giant Reed) A fire hazard, as well as habitat destroyer.
  - Cape Ivy
- SCVWD is charged with removal of the invasive plants.
- Five opportunities for mitigation/restoration

- . Watson Park
- . Confluence with Silver Creek
- . Selma Olinder Park
  - . Next to new ball field offers great restoration opportunity
  - . At bridge on northern side, could maybe remove fence and create a softer line with native plants, not necessarily riparian. (Near Williams School)
- . Story Road landfill
- . Roosevelt Park
- . At Trestle (where parking lot is proposed. If not a parking lot, could be revegetated, which would have the added benefit of discouraging dumping.
- . Study should indicate areas and a plan for mitigation or restoration. Future Water District grants will provide extra points for this type of work.
- . The CreekTalk.org web site will foster greater communication between individuals who desire to improve rivers and creeks. Provide link on Coyote Creek Trail website.
- . Split rail fence will be a good barrier solution, but needs to remain outside of the waterway/flood-prone so that it doesn't trap flood debris. Fence would be good for protecting habitat as well as provide a rustic aesthetic quality.
- . The San Francisco Creek could serve as a good signage example, especially for its Steelhead interpretation – Katy Palit is the point of contact at Redwood City Water Company.
- . Bird boxes could be installed along the creek to support nesting, but even more for people's pleasure and education – possible art component?
- . Replace chain link fencing at Selma Olinder with split rail fence, and soften the edge potentially with a native plant garden.
- . Consider development of vacant property along Story Road as a trail head.
- . In regards to vegetation clearing, don't clear too aggressively for security purposes. Focus on problem areas such as underpasses.
- . Design the trail to meander, to the extent possible while still providing an efficient bicycle transportation route. Will better mimic the creek's shape and provide a more appealing environment.

Notes from Disability Advisory Commission Meeting

April 13, 2004

Presenter – Yves Zsutty

### **Background:**

Committee received a general overview of the signage concepts proposed for the Coyote Creek Trail and were asked specific questions on how to develop a signage system and trail alignment that meets the needs of all users.

### **How to make the system work best? How do we communicate to all users?**

- Hazard warning strip that is grooved.
- A talking box that would say something, audible (due to need for electrical connection, we won't be able to provide an audible unit).

### **How can we notify all users of trail obstructions?**

- Obstacles or hazards should be identified with a detection strip (similar to the textured surfaces at LRT stations).
- The building code may offer guidance on how to identify hazards/obstacles.

### **Interpretive Signage**

- Special paving/detection strip can that tell a user that there may be signage of interest.
- Have a trail guide, someone that walks with you. (The Adopt-A-Trail and Friends of Guadalupe program might be able to provide such a service).
- Check for sharp corner of the structure or sign

### **Rules**

- Include signage to not encourage motorcycles and scooters
- Specify that handicap scooters and motorized wheelchair are permitted.

### **Trail Diversion**

- Include awareness strip at forks in the trail and include a guidance sign.

### **Pavement Markers**

- Casted in bronze and should not detract from the trail itself
- Placed at the end of the trail and at bridge over-crossings

### **Trail Heads**

- Include bollards – place them in a manner that someone with a cane will not walk past them without detecting them. But also place them so that a wheelchair can pass.
- Provide awareness strip in the pavement

## Appendix: Relevant Policy and Planning

---

The following list includes some of the planning and policy documents that are related to the Coyote Creek Trail Feasibility Study:

Related Document	Agency
<i>2002 General Plan</i> (December 1999),	City of San José
<i>Coyote creek Park: Long Range Master Plan</i> ,	City of San José and County of Santa Clara
<i>Coyote Watershed Aesthetic Guidelines</i> , (December 2000)	Santa Clara Valley Water District
<i>Greenprint for Parks and Community Facilities and Programs</i> , (September 2000),	City of San Jose'
<i>Highway Design Manuel</i> , (February 2001),	Caltrans
<i>Riparian Corridor Policy Study</i> (May 1994),	City of San José
<i>Santa Clara County Countywide Trails Master Plan Update</i> , (November 1995),	Santa Clara County Trails Plan Advisory Committee
<i>Selma Olinder Park - Master Plan</i> ,	City of San José
<i>Strong Neighborhoods Initiative Redevelopment Plan</i> , (June 2002),	The Redevelopment Agency of the City of San José
<i>Uniform Inter-jurisdictional Trail Design, Use, and Management Guidelines</i> , (April 1999),	Santa Clara County Inter-jurisdictional Trails Committee
<i>William Street Park East-Master Plan Project</i> ,	City of San José

### **Mayor**

Ron Gonzales

### **City Council Members**

Linda J. LeZotte

Forrest Williams

Cindy Chavez

Chuck Reed

Nora Campos

Ken Yeager

Terry O. Gregory

David D. Cortese

Judy Chirco

Pat Dando, Vice Mayor

### **Parks, Recreation and Neighborhood Services Director**

Sara L. Hensley

### **Public Works Director**

Katy Allen

### **Technical Advisory Committee (TAC)**

Sue Eakins, Assistant to Council Member Cindy Chavez, City of San José,  
City Council, District 3

Scott Reese, Deputy Director, City of San José, Parks & Recreation & Neighborhood Services

Yves Zsutty, Trails Coordinator, City of San José, Parks & Recreation & Neighborhood Services

Jan Palajac, Associate Landscape Architect, City of San José, Department of Public  
Works, Parks and Recreation Facilities Division

William Tucker, Senior Landscape Architect, City of San José, Department of Public  
Works, Parks and Recreation Facilities Division

Mike Brilliot, Senior Planner, City of San José, Planning, Building & Code Enforcement

Bill Scott, Planner II, City of San José, Planning, Building & Code Enforcement

Susan Walsh, Principal Planner, City of San José, Planning, Building & Code Enforcement

Karen Allyn, City of San José, SJFD

Martin Flores, City of San José, SJRA

Ralph Ortega, City of San José, SJFD

## Appendix: Acknowledgements

---

### Technical Advisory Committee (TAC) (continued)

Christine Velasquez, San José Redevelopment Agency, Strong Neighborhoods Initiative

Eryn Deeming, San José Redevelopment Agency, Strong Neighborhoods Initiative

Sonja Schurr, San José Unified School District

William Miller, City of San José Police Department, Crime Prevention

Noe Longoria, City of San José Police Department

Debbie Bybee, City of San José, Strong Neighborhoods Initiative (SNI)

Paul Pereira, City of San José, Strong Neighborhoods Initiative

Brenton Lee, City of San José, Strong Neighborhoods Initiative

Servando Perez, City of San José, Strong Neighborhoods Initiative

Anthony Alvernaz, City of San José, Strong Neighborhoods Initiative

Aldolfo (Al) Gonzalez, Senior Engineer Technician, City of San José,

Department of Transportation

John Brazil, Bicycle/Pedestrian Program Coordinator, City of San José,

Department of Transportation

Carol Fredrickson, Santa Clara Valley Water District (SCVWD)

Marc Klemencic, Assistant Operating Officer, SCVWD

George Fowler, SCVWD

Sue Tippetts, SCVWD

Sam Yung, SCVWD

Mark Frederick, Manager, Planning and Development, County of Santa Clara,

Environmental Resources Agency, Parks and Recreation Department

Kelly Gibson, Park Planner, County of Santa Clara, Environmental Resources Agency,

Parks and Recreation Department

Jane Mark, Park Planner, County of Santa Clara, County of Santa Clara, Environmental

Resources Agency, Parks and Recreation Department

Melanie Mintz, Coordinator, Rails-to-Trails Conservancy

Ed Wylie, South Section Chief, United States Army Corps of Engineers (USACE)

Gary Stern, National Marine Fisheries Service (NOAA)

Stephen Schoenberg, United States Fish and Wildlife Service (USFWS)

## Appendix: Acknowledgements

---

### Task Force Members

Aurelia Sanchez, Spartan Keyes NAC

James Clark, Spartan Keyes Neighborhood Association

Tom Boehme

Rosario Espinosa, McKinley Neighborhood Association

Nancy Espinosa, McKinley Neighborhood Association

Nam Pham

Enedina Basuto and Alfonso Basuto, McKinley NA and McKinley School

Lorena Ledesma, McKinley Neighborhood Association

Jorge Camolina, McKinley Neighborhood Association

Anh-Tuan Le PE, MANNA Consultants, Inc, Consulting Engineers and Planners

David Dickey, Five Wounds/Brookwood Terrace NAC

Maria Mustonen, Five Wounds/Brookwood Terrace NAC

Joan Rivas-Cosby, Five Wounds/Brookwood Terrace NAC

Grant Bentley, Olinder Neighborhood Association

Janet Geracie, Selma Olinder School

Nick Geracie, Selma Olinder School

Ted Cunningham, Roosevelt Neighborhood Association

Ken Podgorsek, CCA

Tom Clifton , UN NAC

Ray Cisneros, creekside residents

Ana Cisneros, creekside residents

Kat Ott, creekside resident

Nellie Sepulveda, creekside resident

Marley Spillman, creekside resident and activist

Joe Pambianco, James Neighborhood Association

Frances Schwab, San Jose High Academy

### **Task Force Members (continued)**

Dewain Delp, 13<sup>th</sup> Street NAC

Jose Posadas, Northside NA

Patty Eaton, Parks Commissioner

Sally Sauders, Biker Babe

Candice Stein, Biker Babe

Karl Vidt, Chair of the Disability Advisory Commission

Rosemary Kamei, Board Chair SCVWD

### **Consultant Team**

Peter Callander, Principal-in-Charge,

Callander Associates Landscape Architecture, Inc.

Brian Fletcher, Project Manager,

Callander Associates Landscape Architecture, Inc.

Wendy Swenson, Planner,

Callander Associates Landscape Architecture, Inc.

Rachel Gilroy, Assistant,

Callander Associates Landscape Architecture, Inc.

Melanie Mintz, Coordinator,

Rails-to-Trails Conservancy

**This page left intentionally blank.**